

Car. Hall, Edwards St.

Wm. J. Depositor,
Bro. Hubbard.





REGULATIONS

Respecting the Disposal of certain Public Lands for the purposes of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR,
Ottawa, October 14th, 1879.

Public notice is hereby given that the following provisions, which shall be held to apply to the lands in the Province of Manitoba, and in the Territories to the west and north-west thereof, are substituted for the Regulations, dated the 9th July last, governing the mode of disposing of the Public Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canada Pacific Railway, which said Regulations are hereby superseded:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these provisions, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts, as follows:—

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called Belt A;

"(2) A belt of fifteen miles on either side of the railway, adjoining Belt A, to be called Belt B;

"(3) A belt of twenty miles on either side of the railway, adjoining Belt B, to be called Belt C;

"(4) A belt of twenty miles on either side of the railway, adjoining Belt C, to be called Belt D; and

"(5) A belt of fifty miles on either side of the railway, adjoining Belt D, to be called Belt E.

3. "The even-numbered sections in each township throughout the several belts above described, shall be open for entry as homesteads and pre-emptions of 160 acres each respectively.

4. "The odd-numbered sections in each of such townships, shall not be open to homestead or pre-emption, but shall be specially reserved and designated as Railway Lands.

5. "The Railway Lands within the several belts shall be sold at the following rates, viz.:—In Belt A, \$5 (five dollars) per acre; in Belt B, \$4 (four dollars) per acre; in Belt C, \$3 (three dollars) per acre; in Belt D, \$2 (two dollars) per acre; in Belt E, \$1 (one dollar) per acre; and the terms of sale of such lands shall be as follows, viz.:—One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment.

6. "The Pre-emption Lands within the several belts, shall be sold for the prices and on the terms respectively as follows:—In the Belts A, B and C, at \$2.50 (two dollars and fifty cents) per acre; in Belt D, at \$2 (two dollars) per acre; and in Belt E, at \$1 (one dollar) per acre. The terms of payment to be four-tenths of the purchase money, together with interest on the latter at the rate of six per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six annual instalments, annually, from and after the said date, with interest at the rate above mentioned, on such portions of the purchase money as may remain unpaid, to be paid with each instalment.

7. "All payments for Railroad Lands, and also for Pre-emption Lands, within the several Belts, shall be in cash, and not in scrip, or military or police bounty warrants.

8. "All moneys received in payment of Pre-emption Lands, shall inure to, and form part of the fund for railway purposes, in a similar manner to the moneys received in payment of Railway Lands.

Regulations.

9. " These provisions shall be retroactive so far as relates to any and all entries of Homestead and Pre-emption Lands, or sales of Railway Lands obtained or made under the Regulations of the 9th of July, hereby superseded; any payments made in excess of the rate hereby fixed shall be credited on account of sales of such lands.

10. " The Order-in-Council of the 9th of November, 1877, relating to the settlement of the lands in Manitoba, which had been previously withdrawn for Railway purposes, having been conceded, all claims of persons who settled in good faith on lands under the said Order-in-Council, shall be dealt with under these provisions, as to price of Pre-emptions, according to the belt in which such lands may be situate. Where a person may have taken up two quarter-sections under the said Order-in-Council, he may retain the quarter section upon which he has settled, as a Homestead, and the other quarter-section as a Pre-emption, under these provisions, irrespective of whether such Homestead and Pre-emption may be found to be upon an even-numbered section or otherwise. Any moneys paid by such person on account of the lands entered by him under the said Order-in-Council, will be credited to him on account of his Pre-emption purchase, under these provisions. A person who may have taken up one quarter-section under the Order-in-Council mentioned will be allowed to retain the same as a Homestead, and will be permitted to enter a second quarter-section as a Pre-emption, the money paid on account of the land previously entered to be credited to him on account of such Pre-emption.

11. " All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway, or of any Government colonisation railway connected therewith, viz:

a " In the case of the railway crossing land entered as a Homestead, the right of way thereon, and also any land which may be required for station purposes, shall be free to the Government.

b " Where the railway crosses Pre-emptions or Railway Lands, entered subsequent to the date hereof, the Government may take possession of such portion thereof as may be required for the right of way or for station grounds or ballast pits, and the owner shall only be entitled to claim payment for the land so taken, at the same rate per acre as he may have paid the Government for the same.

c " In case, on the final location of the railway through lands unsurveyed or surveyed, but not entered for at the time, a person is found in occupation or land which it may be desirable in the public interest to retain, the Government reserves the right to take possession of such land, paying the squatter the value of any improvements he may have made thereon.

12. " Claims to Public Lands arising from settlement after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situate, subject to the operation of sub-section c of section 11 of these provisions.

13. " All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with these provisions, as the same may apply to the particular belt in which such lands may be found to be situated, subject as above, to the operation of sub-section c of section 11 of these provisions.

14. " With a view to encouraging settlement by cheapening the cost of building material, the Government reserves the right to grant licenses, renewable yearly, under Section 52 of the *'Dominion Lands Act, 1879'* to cut merchantable timber on any lands situated within the several belts above described, and any settlement upon, or sale of, lands within the territory covered by such licenses, shall for the time being be subject to the operation of such licenses.

15. " The above provisions, it will, of course be understood, will not affect sections 11 and 29, which are Public School Lands, or sections 8 and 26, Hudson's Bay Company's Lands.

" Any further information necessary may be obtained on application at the Dominion Land Office, Ottawa, or from the agent of Dominion Lands, Winnipeg, or from any of the local agents in Manitoba, or the Territories.

" By order of the Minister of the Interior,

" J. S. DENNIS,

" Deputy of the Minister of the Interior.

" LINDRAY RUSSELL,
" Surveyor General."

Through Distances from Liverpool to Winnipeg.

Liverpool to Quebec, by Steamer.....	2,000	MTLAL.
Quebec to Montreal (via Grand Trunk Railway).....	172	2,772
Liverpool to Halifax.....	2,463	
Halifax to Montreal.....	868	3,331
Liverpool to Portland.....	2,850	
Portland to Montreal.....	297	3,147
Montreal to Toronto (via Grand Trunk Railway).....	338	
Toronto to Detroit (via.....	231	
Detroit to Chicago (via Michigan Central R.R.).....	285	
Chicago to St. Paul (via Chicago, St. Paul and Minneapolis R.R.).....	410	
St. Paul to Winnipeg (via St. Paul, Minneapolis & Manitoba & Canadian Pacific Railways).....	482	1,741
		2,772

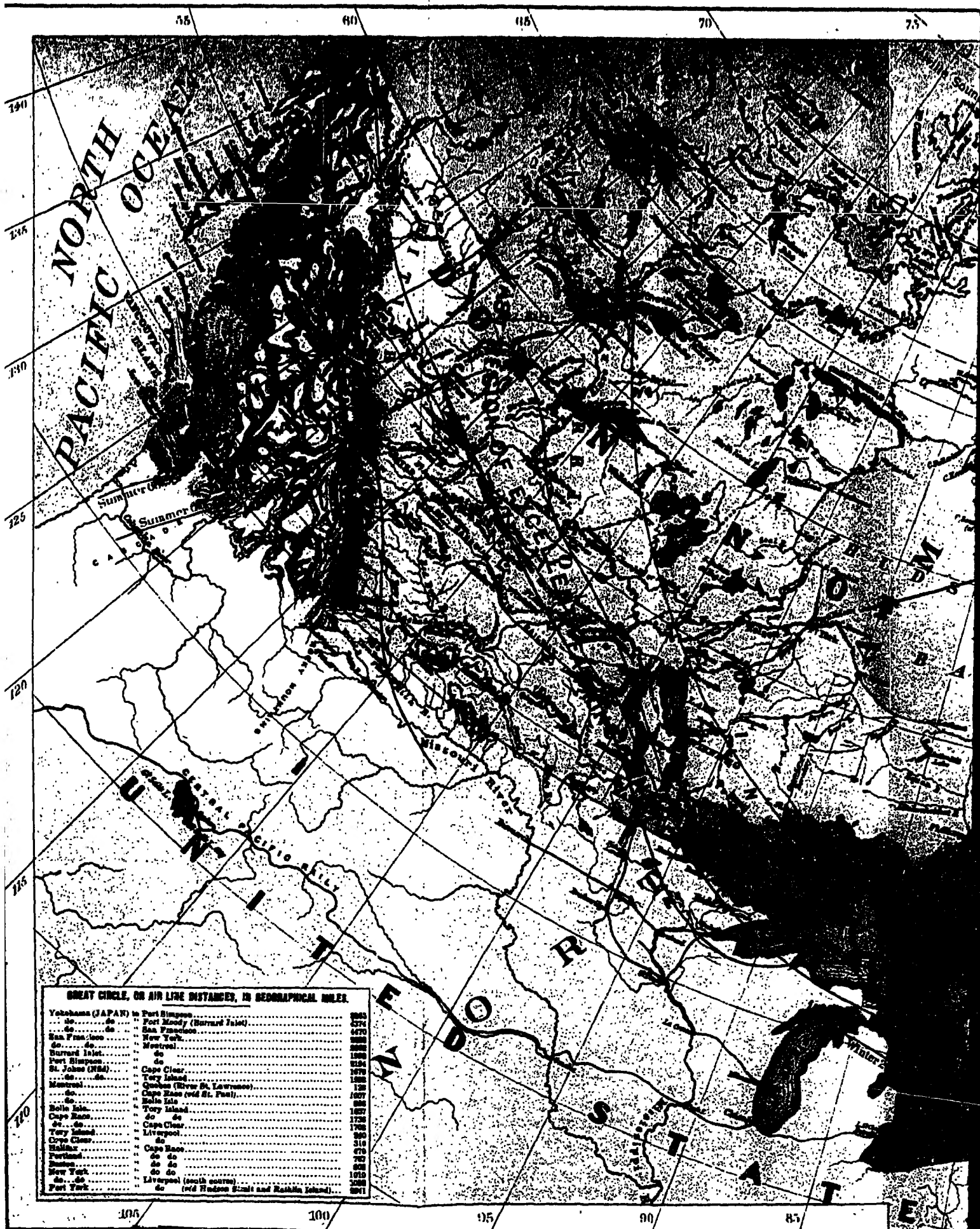
Total distance from Liverpool to Winnipeg (via Quebec)..... 4,512

Ocean Steamers sail from Liverpool, London, Glasgow, Queenstown and other ports in Great Britain and Ireland to Quebec during season of navigation (May to November), and to Halifax and Portland during the winter, from the close of November to the end of April.

BY WAGON ROAD.

*From Winnipeg to the Western Boundary of the Province of Manitoba, and to
Forts Ellice, Carlton and Edmonton.*

	MILES.		MILES.
Winnipeg.....	0	Shoal Lake.....	179
St. James.....	3	Birdtail Creek.....	199
St. Charles.....	9	Fort Ellice, Assiniboine River...	213
Headingley.....	13	Cut Arm: Creek.....	190
St. Francois Xavier.....	19	Little Touchwood.....	328
Pigeon Lake.....	85	Touchwood.....	371
Bale St. Paul.....	82	Round Hill.....	455
Long Lake.....	53	South Saskatchewan.....	502
Poplar Point.....	46	Fort Carlton, North Saskatche-	
High Bluff.....	53	wan.....	530
Portage La Prairie.....	80	Fort Pitt.....	687
Westbourne (White Mud River).....	80	Victoria.....	809
Palaskine (Totogton six miles north of Westbourne).....	98	Fort Saskatchewan.....	848
Beautiful Plains.....	115	Fort Edmonton.....	890
Little Saskatchewan.....	143	Distance from Liverpool to Fort Edmonton (via Quebec).....	5,393







LANDS OF PLENTY
IN THE
NEW NORTH-WEST

A BOOK FOR ALL

Travellers, Settlers and Investors

IN

MANITOBA

AND

NORTH-WEST TERRITORY.

BY

E. HEPPLE HALL, F.S.S.

*Author of "The Hand-Book of American Travel," "The Picturesque Tourist,"
"British North America for Health, Sport and Profit," Etc., Etc.*

Agents:

HUNTER, ROSE & COMPANY,

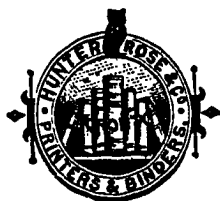
MONTREAL—DAWSON BROTHERS. OTTAWA—J. DURIE & SON,

HAMILTON—ROBERT DUNCAN & CO. ST. JOHN, N.B.—

J. & A. MACMILLAN. HALIFAX,—BUCKLEY

& ALLAN. WINNIPEG—PARSONS &

RICHARDSON.



ENTERED according to the Act of the Parliament in Canada, in the year
one thousand eight hundred and eighty, by EDWARD HEPPLE HALL,
in the Office of the Minister of Agriculture.

TO
THE RIGHT HONOURABLE
Str John Alexander Macdonald, P.C., &c.,
PREMIER
OF THE
DOMINION OF CANADA,
UNDER WHOSE ABLE ADMINISTRATION OF
PUBLIC AFFAIRS,
CANADA HAS ENTERED UPON A CAREER OF UNEXAMPLED PROSPERITY
AND GREATNESS,
This Small Volume,
DESCRIPTIVE OF
THE NEW NORTH WEST,
IS DUTIFULLY INSCRIBED, BY
THE AUTHOR.



100

THE AUTHOR'S CARD.

THE writer of the following pages has a mission ; his work has a purpose. For thirty years he has devoted himself and his pen to the task of making the great American continent familiar to the people of Great Britain, in the hope that by so doing he was promoting the highest interests of those to whom emigration, to the nearest and best fields for the investment of their labour and surplus means, was at once a duty and a necessity. That he has not laboured wholly without reward, the rapid sale of previous works of a similar character, and the publication from time to time of new and enlarged editions on both sides of the Atlantic, affords the truest indication. The present volume is devoted to a comparatively small portion of the North American continent, but to just that portion about which recent and reliable information is now eagerly sought for.

Despite the flood of pamphlets which have already appeared on the subject, the press unanimously agree, that such a book as is now presented for perusal is wanted. The season is propitious, the occasion urgent, and the conditions of publication are therefore favourable. Though hastily prepared to supply an urgent demand, it has not been hurriedly written. From much chaff considerable good grain has been winnowed. Only well authenticated facts are presented in the book. Wherever practicable, the name of each contributor of an article or paper is given as an evidence of good faith. The volume might have been larger, but a

small, portable, and inexpensive work was designed, and brevity and accuracy have been mainly aimed at. The maps form an important and most useful feature of the work. The cover is from an original drawing by Mr. William Armstrong, of this city whose pictures of life and scenery in the New North-west are here pleasingly grouped and reproduced. I will add my belief that I never had so large a circle of readers as I have in this volume. May the circle widen, and strengthen the ties which were first formed in the "Great West" just thirty years ago.

I desire to tender my hearty acknowledgments to the following gentlemen who have freely contributed to, and otherwise generously aided me in, the preparation of the following pages :

Right Rev. R. Machray, D.D., LL.D., Metropolitan of the Ecclesiastical Province of Rupert's Land—Bishop's Court, St. John's.

Most Rev. Alex. A. Taché, D.D., Metropolitan of the Ecclesiastical Province of St. Boniface—St. Boniface.

C. J. Brydges, Commissioner Hudson Bay Company's Land Department—Montreal.

Richard White, Managing Director *Gazette*, and author of "Chronicles by the Way"—Montreal.

Jas. Trow, M.P., Chairman of Immigration and Colonization Committee. Letters, &c., 1878—Ottawa.

Joseph James Hargrave, F.R.G.S., author of "Red River," 1871.—Winnipeg.

Lt.-Col. J. S. Dennis, Deputy Minister Interior—Ottawa.

Joseph Hickson, General Manager and staff of the Grand Trunk Railway—Montreal.

Roderick W. Cameron,—New York City.

J. W. Taylor, U. S. Consul, resident—Winnipeg.

S. D. Outram, Auditor, C. P. R.—Winnipeg.
Jno. Dewe, Chief Inspector, Post Office Department
—Ottawa.

Richard Luxton, editor *Free Press*—Winnipeg.

R. Bourne, M.A., C.E., St. John's College Observa-
tory—Winnipeg.

—Currie, *Montreal Witness*—Montreal.

Alex. Begg, author "Practical Guide and Hand-book
to Manitoba (1877)"—Winnipeg.

Wm. Armstrong, artist and C.E., The Priory—To-
ronto.

Thomas Spence, Clerk of the Manitoba Legislative
Assembly, and author of "Prairie Lands of Canada,"
(1876 and 1880)—St. Boniface.

Thomas Dowse, author of "Manitoba and the North
West Territories," 1879.—St. Paul.

Hon. Wm. R. Marshall, State Commissioner of Rail-
roads—St. Paul.

W. G. Finney, London *Times* correspondent.

Hon. J. H. Pope, Dominion Minister of Agriculture
—Ottawa.

C. Sweeney, Bank of Montreal—Winnipeg.

James H. Rowan, Dist. Eng. C. P. R.—Winnipeg.

John Lowe, Secretary Agricultural and Immigration
Department—Ottawa.

Hon. Peter Mitchell, author of "The West and
North-west.

A. A. C. La Rivière, M.P.P., Supt. Education—St.
Boniface.

Hon. Wm. Hespeler, Dominion Immigrant Agent—
Winnipeg.

Theo. D. Hall, Special Correspondent, &c.,—Montreal.

Lt.-Col. Peebles, Fort Osborne—Winnipeg.

Rev. O. Fortin, B.A., Rector Holy Trinity Church—
Winnipeg.

Gen. Henry H. Sibley—St. Paul, Minnesota.

Hon. Henry M. Rice, Treasurer Ramsay Co.—St Paul.

Chas. Cavalier, U. S. Postmaster—Pembina, D. T.

Hon. Geo. Brown, Toronto *Globe*—Toronto.

C. W. Bunting, M.P.P., Proprietor *Mail*—Toronto.

Robert Clewston, St. Paul, Minneapolis & Manitoba Railway—St. Paul.

Sandford Fleming, Engineer-in-Chief C. P. R.—Ottawa.

Collingwood Schreiber, Chief Engineer Government Railways in operation.—Ottawa.

George Osborne, Editor and Proprietor North American Grain Export Journal—Kingston.

W. B. Macdougall, author and publisher "Guide to Manitoba."

J. Fletcher Williams, Secretary and Librarian of Minnesota Historical Society.—St. Paul.

W. Bowles, Photographic Artist—Winnipeg—for a series of life like views of Manitoba and Winnipeg.

Messrs. Rand, McNally & Co., Chicago, for a series of their excellent maps of Manitoba, Minnesota, Dakota and Wyoming.

And to the Press of the entire Dominion, and North-Western American States, without distinction of party or politics, I here record my obligations for their timely and valuable aid in compiling much valuable material, and in thus helping to bring this work to a speedy and successful publication.

Toronto, April 20th, 1880.

CONTENTS.

	page.		page
MANITOBA.		KENWATIN.—Continued.	
The "Prairie Province"—a land of plenty for Grain and especially for Wheat Farmers.....	1-33	Climate, Seasons, etc.....	40
POPULATION—How divided and distributed.....	3	Lands for Settlement.....	42
SITUATION, Extent of Reserves, etc., etc.....	4	Coal and Mineral Deposits.....	45
INTERNAL Communication.....	7	Rivers and Lakes.....	47
CLIMATE, Resources and Products.	9	Sport, etc.....	54
SPORT.....	13	APPENDIX.	
THE HOMESTEAD LAW.....	15	Dominion Lands, etc.....	56
EDUCATION, Schools, etc.....	18	Free Grants.....	60
WILDERNESS — Historical Sketch, etc.....	19-25	Grazing, Coal and Timber Lands.	62
ROUTES, Rates of Fare, etc.....	26	Forest Tree Culture.....	65
DRAWBRACKS, etc.....	29	Land Scrip and Reserves.....	69
OUTFIT, Cost of Provisions.....	32	Immigration Agents.....	74
KEEWATIN and the North-West Territory	31	Settlements in Manitoba and the North-West Territory.....	78
Wheat, Vegetable, Grass and Timber Areas.....	38	A Sportsman's Paradise.....	100
		List of Post Offices, etc.....	101
		Great Northern Wheat Zone....	103
		Climate of Manitoba.....	111
		Cattle raising in Manitoba.....	116
		The Grasshopper Plague, etc....	123

MAPS AND ILLUSTRATIONS.

The Settlement Belts.....		Canada in its relation to the British Isles.....(Facing title page).	
Winnipeg, (1879). East Side Main Street, looking North.....	21	Running the Rapids.....	50
Winnipeg, (1879). West Side Main Street.....	26	Fort Edmonton.....	57
General View of Winnipeg, (1871).	33	Thunder Cape, Lake Superior.....	79
		First Year in the Prairie Province.	121

NOTICE.

This work is written and published for the use and benefit of the public, and not in the interest, directly or indirectly, of any Railway, Steamship, Land or other Transportation or Colonization Company. Additions and corrections properly authenticated, with the full name and address of the contributor, will be gladly received, and, if approved, will appear in subsequent editions of the work.

They should be addressed

Editor "Lands of Plenty,"

Care HUNTER, ROSE & CO.

Toronto, April 23, 1880.

LANDS OF PLENTY.

MANITOBA.

THE CENTRAL "PRAIRIE PROVINCE,"—A LAND OF PLENTY FOR GRAIN, AND ESPECIALLY FOR WHEAT FARMERS.

MANITOBA, though often mentioned, and during recent years much written about, by travellers, is even now, to the general home reader, comparatively an unknown country. It is the smallest and youngest province of the Canadian group, having been carved out of the vast North-West territory in 1870. Previous to that period it was described and known under the various titles of Red River country, Assiniboia, Selkirk settlement, &c. Up to, and even subsequent to 1870, it contained a very mixed population, formed of Indians, Scotch, English and French half-breeds, and a few whites. Its early history dates from 1811, when Lord Selkirk planted the first colony in the valleys of the Assiniboine, Saskatchewan and Red rivers. After experiencing many vicissitudes, and in fact being at one time completely uprooted, the infant settlement became more firmly established in 1816, when Lord Selkirk himself re-visited it, bringing with him a considerable number of immigrants of mixed nationalities.

The settlers, however, continued to meet with determined opposition from the "North-West" Trading Company, for this formidable monopoly, knowing that civilized men and wild beasts could not dwell happily together, feared the loss of its trade in furs which would surely follow the settlement and cultivation of

the country, and therefore resisted its colonization to the utmost. Matters generally continued in a very unsatisfactory and uneasy state, with but little intercourse between the colonists and the rest of the world, till 1870, when, as we have just stated, the ægis of the Dominion Government was most wisely extended over the whole of the north-west territory, out of which the Province of Manitoba was formed. The Russian Mennonites arrived in 1871-72. The Icelanders followed in 1874-1875. During the past four years, with the extension of the American and Dominion railway systems to and within its borders, its growth has been very rapid.

POPULATION.

The present population of Manitoba proper is variously estimated at from 80,000 to 100,000. Of this number the whites are numerically much the strongest,—an approximate estimate setting them at 60,000. The Indians number say 4,000. The total number of Treaty Indians at present within Manitoba and the adjoining district is estimated in round numbers at 10,000, they are distributed as follows:—

Treaty No. 1.	St. Peter's	2,594	
	Portage la Prairie.....	590	
	Roseau River	571	
		<hr/>	1,755
" "	2. Lake Manitoba & Water Hen	997	
		<hr/>	997
" "	3. Lake Woods & Rainy Lake	1,330	
		960	
		<hr/>	2,190
" "	5. Lake Winnipeg and Sas-		
	katchewan.....	3,155	
		<hr/>	3,165
	Total.....		10,197

The French, Scotch, and English half-breeds claim some 13,000. Next to the last mentioned in point of number, and not behind them in general intelligence and material prosperity, are the Russian Mennonite settlers, who may be roughly computed at 7,000. The Mennonite settlements or "reserves" are at Rat river, on the west side of Red river, and on the west side of Red river in the vicinity of Scratching river. There is also a large settlement on Dufferin reserve of seventeen townships. Altogether these hardy, thrifty settlers have nearly 10,000 acres of most productive land under successful cultivation. They are distributed in fifty-five villages.* Following these are the Icelanders, Scandinavians, &c.

The whites are, as a matter of course, found scattered everywhere throughout the province, and the adjoining Saskatchewan country. For the half-breeds 1,400,000 acres were reserved in large blocks extending round Winnipeg as a centre, say for fifty or sixty miles, and the principal land offices for the Province are located at Winnipeg, and at Portage La Prairie, about 70 miles west of Winnipeg. There are also branch land offices established at various other points in the Province to facilitate the entry of land by settlers. Their settlements are, however, found on the Assiniboine and Red Rivers in and around Winnipeg city and Fort Garry, and on *la riviere Sale* or the Stinking river. Numbers of French-speaking people from the Province of Quebec have settled in Manitoba. They are under the general charge of the *Manitoba Colonization Society* of St. Boniface, where a building for their accommodation on arrival has been erected at a cost of \$2,500. They number about 18,500.

* For further information in regard to the Mennonites and their settlements, see Appendix.

SITUATION, EXTENT, &c.

Situate between the parallels 49° – $50^{\circ} 2'$ north latitude, and 96° – 99° west longitude, in the very heart of the great American continent, nearly equidistant from the equator and the north pole, and the Atlantic and Pacific oceans, Manitoba occupies a conspicuously central position. Some of her inhabitants profess to believe that the day is not far distant when Winnipeg will be the chief centre of British bread-stuff production, as London already is the centre of British consumption—a consummation, which, from a Manitobian or Winnepegian point of view, is no doubt among the things “devoutly to be wished,” but which the competing claims of other equally ambitious rival grain-centres serve to render somewhat problematical and difficult of attainment. It is certainly a grand country for the overburthened and well-nigh discouraged farmers of Great Britain and Northern Europe to emigrate to, and its future is full of what may now seem extravagant possibilities, but which the westward march of population and her own prolific soil may speedily win for her. Considered in connection with its adjoining “fertile belt,” it embraces about fifty millions acres of the richest wheat-producing prairie land in the world. To such a country, under the influence of the nineteenth century labour-saving machinery and western pluck and energy, no result need appear impossible. More strictly defined, Manitoba proper is 135 miles long and 105 miles in width, and contains, in round numbers, 14,000 square miles, or about 9,000,000 acres of land. It is divided into four counties, viz., Selkirk, Provencher, Lisgar, and Marquette. It is further divided, for legislative purposes, into twenty-four districts, each of which returns one member to the Provincial Assembly. These constituencies are as follows:—

St. Paul.	Winnipeg.
St. James.	Springfield.
Westbourne.	St. Boniface, E.
Baie St. Paul.	St. Boniface, W.
St. Vital.	St. Andrews, N.
St. Francois Xavier, E.	St. Clements.
Rock Wood.	St. Charles.
Lake Manitoba.	St. Anne.
Portage la Prairie.	St. Andrews, S.
St. Agathe.	St. Francois Xavier, W.
Poplar Point.	Headingley.
High Bluff.	Kildonan.

TREATIES, RESERVES, &C.

Since the confederation of the provinces in 1867 the following treaties have been negotiated between the Dominion Government and the various Indian tribes:—

	Square miles.
1. (Aug. 1871) Manitoba and a portion of the adjoining territory.....	185,000
2. (1871) N.W. of Manitoba.....	32,000
3. (1873) Keewadin	49,700
4. (1874) South of Saskatchewan river, from Lake Winnipegosis to Cyprus Hills.....	75,700
5. (1875) Territory around Lake Winnipeg.....	102,000
6. (1876) Main Saskatchewan river to Rocky Mountains	120,000
7. (1877) Cyprus Hills to Rocky Mountains.....	52,000
	<hr/> 615,000

Under these treaties very considerable tracts, embracing some of the best lands in the province, have been set apart as reservations.

In order to properly understand the land system of Manitoba and the means of acquiring and holding land

in that province, it is necessary to inquire briefly into the nature of these "reserves." It is almost needless to say that their existence has hitherto greatly retarded settlement in Manitoba proper. Whatever may have been the influence of such migration on the more adventurous and speculative land-hunter from "the States," the act of leaving the settled districts, and passing through these reservations to the new or back settlements, cannot but have discouraged the best class of old country settlers. With the rapid introduction of new capital and labour these obstacles will quickly be removed. The character and extent of these reserves may be summarised as follows, viz. :

	Acres.
1. For Half-breeds	1,400,000
2. " Hudson's Bay Company	450,000
3. " Mennonites	512,000*
	4,250,000

In addition to the above, sections 11 and 29 in each township are appropriated as an endowment by the Government for educational purposes, so that less than one-half of the province is immediately available for settlement under the liberal provisions of the Homestead Act. But this grievance will undoubtedly right itself ere long by the lands passing from the hands of original half-breed and other holders into those of the

* The Mennonite reserves lay on both sides of Red River, between Niverville and W. Lynne, and are embraced as follows :—

Township 7—R. 4, 5, 6.	}	East of Red River.
5—R. 5, 6.		
4—R. 6. E.		

1—R. 1. E.	}	West of Red River.
R. 1, 2, 3, 4, 5, 6. W.		
2—R. 1, 2, 3, 4, 5. W.		
3—R. 1, 2, 3, 4, 5. W.		

amounting to 25 territories in the aggregate. Niverville is thus far the largest settlement, dating from 1874.

public. Indeed, a large portion of the half-breed reserves have already been brought into market, and others must shortly follow. The future progress and prosperity of the province demands that these fine lands be thrown open for public settlement. Lands which will produce everything good for food, either of man or beast, in quantities sufficient to feed a kingdom in arms, cannot long be held from market and cultivation. Steam ploughs, reaping, sowing, and thrashing machines will soon solve the labour problem which has so long vexed the soul and tied the hands of enterprising Manitoba yeomen.

These far-stretching and silent reserves will, under the stimulating influence of the Canadian Pacific Railway, quickly become the scenes of an active and profitable industry, the abodes of happy husbandmen, and in time, there is little doubt, the homes of the prosperous landed proprietors of the province. Intending land-buyers and settlers in Manitoba should bear in mind that sections 8 and 26, being Hudson Bay lands, and sections 11 and 29, being school lands, are specially reserved from the operation of the free Homestead Law. The same, however, may be readily acquired by purchase.

INTERNAL COMMUNICATION. †

Added to great fertility of soil and special adaption to the growth of cereals, more particularly of wheat, Manitoba and the adjacent territory enjoys facilities for a most extensive system of inland communication. It is magnificently watered by rivers and lakes which, from their great length and depth, afford easy and rapid means of transit and transport throughout its entire extent.

Foremost in importance is the *Saskatchewan river*, with its two branches rising in the Rocky Mountains,

which cross no less than 18 degrees of longitude, and afford about 1,400 miles of steamboat navigation. It flows in an easterly direction, and discharges its waters into the north-western end of Lake Winnipeg. The *Red river of the north*, which, having its source in Minnesota, not far from that of the Mississippi river, runs almost due north, and, after affording about four hundred miles of steamboat navigation, also falls into Lake Winnipeg, but at its southern or opposite extremity. The *Assiniboine* is an important affluent of the Red River, and with a few improvements could be made navigable for light draught steamboats for about 200 miles. It drains the great plain between the Saskatchewan and Red rivers, and joins the latter at Winnipeg. Lake Winnipeg, 264 miles in length, and Lakes Manitoba and Winnipegosis together being of about the same length, and connected together by navigable channels, give a stretch of navigation extending 600 miles more.* East of these are, Lake of the Woods, Lake Shebandowan, and Rainy Lake. In the distant north-west part of the territories are, the Mackenzie, and the Athabaska; and on the Pacific slope, the Fraser and the Thompson.

Speaking of his recent tour through the Provinces, the late Governor-General, Lord Dufferin, remarked: "For the last eighty miles of his voyage, the traveller will be consoled by sailing through a succession of land-locked channels, the beauty of whose scenery, while it resembles, certainly excels, the far-famed Thousand Islands of the St. Lawrence.

"From this lacustrian paradise of sylvan beauty we

* The whole volume of water now drained into Lakes Winnipeg and Manitoba, and into the Red river of the north, once flowed south through the basins of the Red river and of the Minnesota river, to what is now the Mississippi, and thence to the Gulf of Mexico."—*Major Warren (survey 1886)*.

are able at once to transfer our friend to the Winnipeg, a river whose existence in the very heart and centre of the continent is in itself one of nature's most delightful miracles, so beautiful and varied are its rocky banks, its tufted islands; so broad, so deep, so fervid is the volume of its waters, the extent of their lake-like expansions, and the tremendous power of their rapids."

CLIMATE, &c.

With regard to climate, Manitoba presents the same positive features as the older Provinces of Canada, viz., bright, clear, warm weather in summer, and decidedly cold in winter, but very clear and dry. The following table will serve for comparison between the summer temperatures of the Red River and the countries south and east of it:

	June.	July.	August.	Summer Mean.
Red River.....	69.10	71.16	63.03	67.76
Chicago.....	62.07	70.08	68.05	67.03
Iowa.....	66.04	70.05	68.09	68.06
Wisconsin.....	61.07	68.06	65.07	65.03
New York.....	64.02	68.05	66.07	66.05
Toronto.....	64.02	67.95	65.00	66.98

It will thus be seen that the summer is warmer than Northern Illinois, Western Wisconsin, Northern New York, or Toronto, Ontario. An interesting table, exhibiting the range of the thermometer, &c., during November and December, 1879, and January, 1880, will be found in the Appendix. It is kindly furnished by R. Bourne, M.A., C.E., and meteorological register keeper at the Dominion Observatory, St. John's College. The purity of the air and the brightness of the sky in mid-winter cannot be surpassed. A walk by moon and star-light in the clear calm of an early February morning is among the most delightful and

memorable experiences of the Winnipeg visitor. Neither the extreme heat in summer, nor the severe cold in winter, is found to be so trying to the constitution as the ever-changing and humid atmosphere of England and Ireland. Snow disappears and work begins on the land in April. Rains are most abundant in June. Crops are harvested in August and September. Wheat is the best crop, the soil being especially adapted to its production. The present average yield is twenty-two bushels to the acre. It is, however, not easy to limit the production, high and improved systems of farming resulting in almost marvellous yields. Manitoba and the North West country are unquestionably among the finest wheat-producing countries in the world. Barley is a favourite crop, for which the country is specially well adapted, but owing to the limited demand mainly for malting purposes, it is not yet largely grown. Oats thrive well, and being in great demand among contractors, command high prices. Roots and such vegetables as turnips, carrots, thrive remarkably, and prove not only an abundant but a profitable crop where facilities of keeping them from frost are afforded.

The chief characteristic and pride of this Province is that it consists almost wholly of prairie land, yielding, in its wild state, most nutritious grasses. It is therefore well adapted for pasturage and grazing purposes as well as for the cultivation of wheat. There is none of the tree-felling, log-burning, stump-extracting, head and heart distracting land-clearing operations to be gone through, which occupy so much of the backwoods settler's life in other parts of Canada and in some portions of the United States. Once at the plough, indeed, there is no limit to the extent of land the settler may break up, except the limit imposed by lack of time or capital, or his own sense of moderation. It is now a generally accepted fact, in this section of Canada at least, that

farming is a most profitable pursuit in itself, and that it pays and pays well to *make land*.

Of forests proper to the Canadian standard there are none west of the Lake of the Woods, but trees of various descriptions, affording timber sufficient for most farming and domestic purposes, grow on the banks of the many rivers or are found more or less extensively on the uplands. The timber question throughout the country in and immediately around Manitoba is an acknowledged difficulty. The land at present is bare, but when not devastated by prairie fires is favourable to the growth of trees. The Legislature, following the example set in Minnesota, and other States of the neighbouring Republic, has, by a system of rewards, given such an impetus to arboriculture as will at no distant day cover the face of the country with artificial plantations and groves, thus greatly enhancing both its general attractiveness and value. Much of the lumber and building timber used in and around Winnipeg is still rafted from Pine River and from Red Lake County, Minnesota. The Georgian Bay and northern Ontario districts of Canada also supply large quantities. The early completion of the Canadian Pacific Railway, however, between the Lake of the Woods and the Red River, will open up a field from which an abundant supply of the best pine lumber may be obtained. Mills are now under construction at Rat Portage for the manufacture of lumber specially for the Winnipeg market. Flax is very luxuriant, and some varieties of hops and small fruit grow wild. Cattle can be wintered without grain. They should, however, be foddered. Thus far there have been but feeble attempts made in Manitoba to raise fruit, which may, however, with care and in favourable situations, be cultivated in small quantities. Pears, thus far reared by the hard labour of Ontario farmers, have not been successful. The soil is

ill-adapted to their growth, and the recent wet seasons have both been unfavourable to their production. Twenty to twenty-five bushels to the acre may be accepted as a fair average yield. Currants, gooseberries and strawberries, of indigenous as well as cultivated varieties, thrive well. The usual yield in hay is from three to four tons per acre, the cost of cutting and curing which ranges from \$1 per ton upwards.

MINERALS.

Thus far minerals have not been discovered within the present boundaries of Manitoba, but rich deposits of iron ore and gold have been found on the slopes of the Rocky Mountains. As to coal, the large beds of the Saskatchewan River, on the Souris, and in the neighbourhood of the Pembina, Turtle and Riding Mountains appear practically inexhaustible, it having been ascertained that a belt over 200 miles in width underlies several thousand squares miles, so that fuel need never fail the home, and there will also be ample supplies for the requirements of the Canadian Pacific Railway when that road is completed. As the comfort and prosperity of the settler in the North-West will depend quite as much upon the quality of the building material and fuel, and the price at which they can be supplied, as upon his proximity to a line of railway or navigable stream, he should leave no opportunity unimproved to inform himself in regard to these essentials to successful settlement. A brief description of the newly opened lignite mines at La Roche Perces on the Souris River, will be found in the succeeding chapter.

SPORT.

In the way of sport, Manitoba is perhaps less attractive than some of her sister provinces, yet there is game

enough and to spare. The prairie lands abound with prairie chickens, and in the spring and fall months ducks and geese are found in immense numbers. At times large numbers of pigeons are to be found. In the forests are different kinds of deer, including the moose and the elk. Rabbits by the hundreds. The Canadian partridge is also very numerous. Of the fur-bearing animals there are the fox, beaver, otter, mink, and musk-rat, and a few stray black bears; the buffalo still exists and is sometimes hunted in the North-West. The large lakes, rivers, and streams abound with white-fish, weighing from three to five pounds.

The rapid growth and present prosperity of Manitoba may be attributed to two principal causes, viz., first, the extraordinary fertility and adaptability of its soil; second, to the liberal homestead law in force, under the provisions of the Dominion Lands Act.* The soil, it may be safely stated, is as fertile as any the sun shines on in this world. It consists of from three to four, and in some parts even nine feet deep, of rich black earth, mostly organic matter, and is of inexhaustible richness. The subsoil is mostly clay or gravel. Wheat of most excellent quality has been grown upon the same fields for twenty to thirty years, without variation, and without the stimulus of a shovelful of manure of any kind, and these fields are reported to yield as much now as when they were first cultivated. The average crops throughout the province, under an intelligent and thrifty system of farming, such as is pursued in Scotland and in many parts of England and Wales, reach 30 bushels an acre. The rough and comparatively slovenly system of farming practised now readily yields from 18 to 23 bushels. The wonderful capacity of the Manitoba soil for the production of wheat points

* The more material clauses of this important measure will be found in the Appendix.

to it as the future wheat-field of the world. Evidence was given before the Committee of the House of Commons, in Canada, that 60 bushels of spring wheat had been raised to the acre, and that the wheat weighed 66 lb. to the bushel; also, that one bushel of wheat sown had produced 70 bushels. Other cereals sown showed similar results, the average yield throughout the province having been as follows:—Oats, 40 bushels; barley, 35 bushels. Prairie grass, when cut in favourable localities and made into hay, averaged over three tons per acre. The prairie will furnish pasturage and hay grasses for many years to come. To cultivated grasses, especially timothy, considerable attention is being paid. Clover is a doubtful crop. Timothy is a demonstrated success, and two tons to the acre and upwards can be grown. "Particularly in early spring and until the October frosts," writes an old farmer, "the pasturage cannot be excelled. The grasses are, however, peculiarly sensitive to frost, and their virtues are thus greatly impoverished. The cows' milk immediately shows the change from the natural to the cultivated grasses." Horses are left out all the winter with no other food than what they procure by pawing the snow aside, and eating the grass they find beneath it.

THE HOMESTEAD LAW.

In 1872, in its first session, the Legislature of Manitoba passed a homestead exemption law, which, in addition to exempting from seizure for debt the debtors' goods as follows—furniture, tools, farm implements in use; one cow, two oxen, one horse, four sheep, two pigs, and thirty days provender for the same—contains a clause enacting that the land cultivated by the debtor to the extent of 160 acres, and the house, stables, barns, and fences on the same, are declared free from seizure

by virtue of all writs issued by any court of the province. Whatever accident or misfortune, therefore, may happen, the farm, the residence, &c., are secured to the family. It remains their home from which no creditor can drive them whatever betide. They have thus a roof to shelter them, land to cultivate, cattle to multiply, tools to work with, and, in fact, every necessary to enable them to make a new start under favourable circumstances. Many of the States of the American Union have passed liberal exemption laws, but that of Manitoba excels them all in the liberality of its provisions. The Dominion Lands' Act, which, after regulating the administration, management, survey, terms of sale, reservation for school and other purposes, &c., provides that free grants of land, to the extent of 160 acres, be made to every head of a family, male or female, and a further grant of 160 acres to each son on his attaining eighteen years of age, on the following simple conditions, viz., that the person obtaining the entry shall erect a residence upon their property; that they reside upon and cultivate it to a reasonable extent for three years, for which they will receive a patent from the Crown. These simple duties being performed for three years, a Crown patent is then issued, and the settler is free to sell, exchange, or deal with his land in any way he sees fit. Every person entering upon one of these grants can pre-empt a further lot or quarter section of 160 acres, the title to which may be acquired in the manner indicated in the official regulations which accompany this work.

Should the settler, however, have the necessary capital, and desire further to enlarge the area of his domain, he can purchase from the Government adjoining railway lands, on terms of ten years payment, as per Regulations on pages inside front cover.

For instance, supposing the settler, being in Belt C,

desire to have a property of 640 acres, he would buy the half section of railway land adjoining his homestead and pre-emption. His property would then cost him, as follows:—

1. Fees on entering his homestead and pre-emption, \$10 each.....	\$ 20 00
2. Price of his pre-emption, at \$2.50 per acre..	400 00
3. Price of adjoining 320 acres of Railway lands, at \$3 per acre.....	960 00
	<hr/>
	\$1,380 00
	Or about £276 Stg.

The above sum is required to be paid as follows, viz.:—

In cash at time of entering homestead or pre-emption	\$ 20 00
One-tenth of purchase money of railroad land.....	96 00
	<hr/>
	\$116 00

The settler has then to pay one-tenth annually of his purchase till same is paid off. On his pre-emption, *he has actually nothing to pay for three years*, excepting the \$10 entry fee. At the expiration of three years from date of entry, he has to pay four-tenths of the purchase money—\$160, after which he goes on paying one-tenth of the purchase money each year, till the whole is paid up.

The settler is charged six per cent. on all purchase money from time to time remaining unpaid, which must be paid with each instalment.

Under these liberal conditions, the settler acquires and holds *in fee simple and absolutely*, an estate of 640 acres, or one square mile, for an immediate payment of about \$116, with deferred payments as thus set forth. The object sought by the Government is to introduce

and *establish a population of permanent settlers on the land*, to whom every facility and encouragement is shown, and it must be admitted that the policy adopted as set forth in the Railway Land Regulations, is eminently adapted to effect such object.

On these conditions, so favourable to intending settlers becoming known, farmers and others in the older provinces of Canada, in England, Scotland and Ireland, in the United States, in Iceland, in Germany, and in Russia, will hasten to take advantage of them, so that a tide of immigration to Manitoba and the territories will certainly set in, far surpassing the most sanguine expectation even of the authors of this liberal land policy. In 1878 over 20,000 souls are stated to have been added to the population by immigration alone. During 1879 this number was largely exceeded, and in the past four months the number of arrivals has been more than double that of any previous similar period in the history of the province. Already there are between 7,000 and 7,500 Russian Mennonites, or Quakers in religious belief, comfortably settled in their new homes on reservations allotted to them on Red River, and between Winnipeg and W. Lynne, near the southern boundary of the province.* These frugal, industrious people left comfortable homes in the flourishing districts or governments of Iékatherinaslaw, Phortitz and Malotchnia-situate in and around the Sea of Azof, Southern Russia, for conscience' sake. The cottages of over 2,000 Icelanders now dot the picturesque shores of Lake Winnipeg, where a large reservation has been granted to them. Colonies of Englishmen and Scotchmen have planted themselves on the Little Saskatchewan and in the country towards Fort Ellice. A most thriving set-

* They are presided over—by election—by the following Bishops: Bishop Gerhard Wiebe, 3,032; 2,040 by Bishop Peter Tows; 1,917 by Bishop Johann Wiebe. Total, 6,989.

tlement, chiefly of Canadians and Scotchmen has lately been established close to the southern boundary line of the province, on the west side of Red River, while a mixed lot of various nationalities, including a considerable "sprinkling" of Americans, chiefly from Minnesota, Dakota, and adjoining states, have spread themselves over the length and breadth of the country. The Indians in the province number, as already stated, about 4,000, and the half-breed population upwards of three times as many more.


EDUCATION, SCHOOL SYSTEM, &c.

In addition to the excellent education now obtainable in the City of Winnipeg, the Government have reserved two sections in each township for school lands, the proceeds of which, as sold, are to be applied to the establishment of good schools. In every part of the country, therefore, as fast as settlement progresses, schools will be provided, where good education can be obtained for children. Municipal organization is also being put in force already in the older settlements, and will be extended as population grows, so that all reasonable wants of settlers will be fully provided for.

And now we must close our short sketch of Manitoba. Though scarcely ten years old, as a member of the Canadian Confederacy, and but sparsely settled, the wave of westward immigration already extends far beyond it. The probable completion in 1881 of the Canadian Pacific Railway to Selkirk, at the crossing of Red River, will in fact make Manitoba the front door through which the great tide of North-Western and Pacific-bound travel must pass. Beyond Red River, and in the direction of the territories, by the above date, an additional portion of this line will have been completed, extending 200 miles through the Province as far as Fort Pelly. (*See map.*)

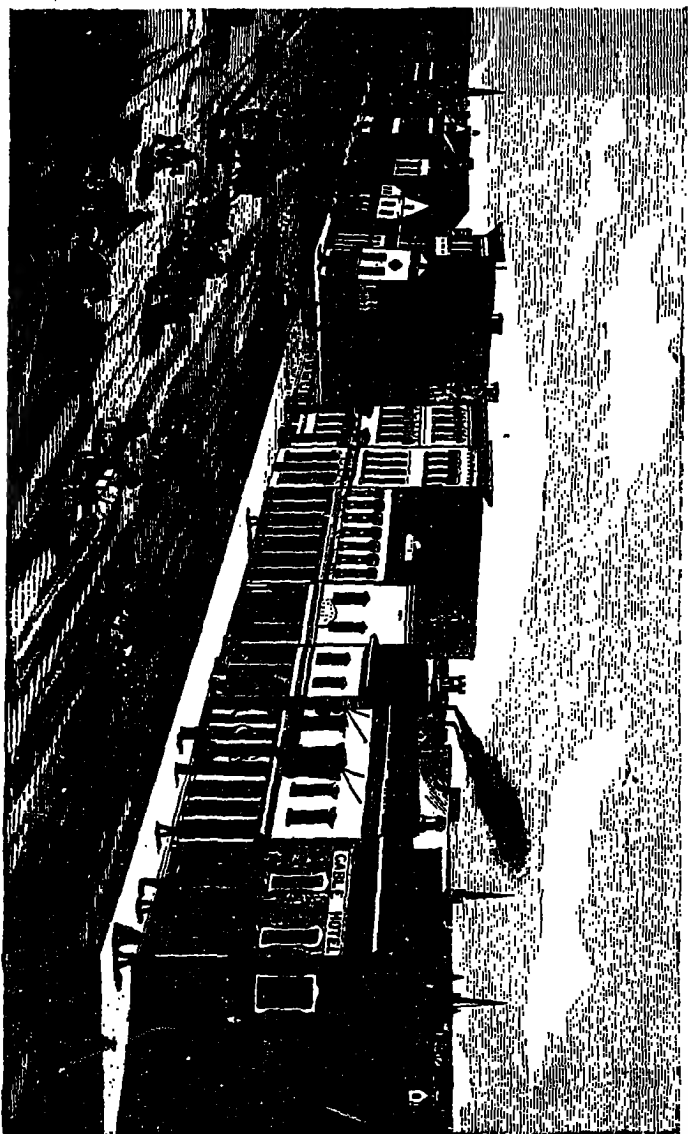
The point to which all comes at present gravitate is Winnipeg, the capital; and naturally the reader will desire to know something about it. Its growth has been truly wonderful, surpassing in the opinion of many the early growth of even that modern marvel of material progress, Chicago. Prior to 1870 it was a frontier trading station or "post" of the Hudson's Bay Company, under the name of Fort Garry, and will be chiefly remembered by the distant reader as the scene of Louis Riel's *fiasco* and the collapse of his rebellion on the approach of the Red River Expedition, led by the hero of Ashantee and Zululand, Sir Garnet Wolseley. In 1869 the Hudson Bay Company's rights to all its territories, excepting certain tracts of land, including the various posts; also excepting one-twentieth of the area within the Fertile Belt, reserved to the Company in the Deed of Surrender, were purchased by the Dominion Government under Imperial authority. From that time, as a monopolizing and semi-sovereign power this company, which had flourished for two hundred years under the charter granted in 1669 to Prince Rupert and his associate "company of adventurers," ceased to exist. "The beginning of the end,"—to quote the words of Governor Dallas, when shown some gold washed from the sand-bars of the Saskatchewan River—"had come" to the last of the great English monopolies. It could not long withstand the combined opposition of miners, merchants, free trade, and farmers' rights. The "Star of Empire," in its westward flight, guided mightier forces than those of the monarchy—forces against which the charter and the vested rights, the discipline and the etiquette, of this gigantic corporation with its 3,000 officers and servants, were equally powerless. From the period of its consolidation with the rival "North-West" Company in 1821 down to 1870, it was all but impossible for a party, however formidable in

point of numbers and equipment, to cross the country from Fort Garry to the Pacific without the co-operation of the Hudson Bay Company. Its forts were the only stations on that long route where horses could be exchanged, provisions bought, and guides or information procured. The "fertile belt" was then and for many and long years after unknown to the outside world. The rich alluvial plains of the Red River and of the Assiniboine and North and South Saskatchewan rivers formed the grazing grounds of the buffalo. Here the hardy Hudson Bay men hunted them, and maintained their "posts" mainly for the purpose of supplying their far-northern stations with pemmican or cured buffalo meat. But the sweeping tide of immigration backed by the vigorous policy of the Dominion Government, has changed all this, and the rush of the locomotive and its swiftly moving train of carriages, and the clack of the steamer's paddle, have long since silenced the monotonous creaking of the primitive Red-river cart, which was the only mode of summer land conveyance in the country when the writer first visited it in 1849.



The position of Winnipeg at the confluence of the Assiniboine and Red Rivers secures to it undoubted commercial advantages, while its central situation on the proposed line of the Canadian Pacific Railway will give it additional prominence as the head centre of land transit and transport. Its growth, as already stated, has been remarkable, and is fairly represented by the two accompanying illustrations which represent the relative aspects of the young city in 1872 and in 1879.

In 1870 the newly fledged Winnipeg contained a population of 253 all told. In 1873 the number of its inhabitants had risen to 2,200. In 1878 the settlement numbered nearly 7,000, and, as we write these



Winnipeg, East Side Main Street, Looking North, 1879.



lines, an estimated return which, however, must be accepted with some allowance, gives the figures roughly at between 10,000 and 12,000. If this rate of growth is maintained for the next ten years, when the city will, so to speak, have taken its appropriate place among the populous cities of the west, it will contain a population of 40,000, and the province little short of 200,000. The main street and principal thoroughfares of the "city" are 132 feet in width, and numerous stone and brick blocks, hotels and public offices give it quite the air of a Western metropolis. Opposite the city the Red river is about 1,000 feet wide—rather wider, in fact, than the Thames at London Bridge. During the summer and autumn months the aspect of the city is wonderfully active and business-like, the main street being thickly thronged with vehicles and people of all descriptions and nationalities. It is well supplied with hotels, the leading houses being the *Queen's* and the *Pacific*. The former of these is a commodious structure, occupying a commanding site in the main business centre, with ample accommodation for sixty guests, and is well kept; there is also a comfortable club, spacious market, city hall, court house, and several handsome churches and schools.

The appearance of the city will, no doubt, be greatly enhanced by the several new and handsome buildings to be erected during the present summer. Among these will be

THE NEW BANK OF MONTREAL,

which is to be erected on the west side of Main street, north of Fort Garry. The building will have a stone frontage of fifty feet, and will be built of brick, three stories in height, with a basement. The estimated cost of the building is from \$15,000 to \$16,000,

Immediately north of the new bank will be erected by the Hon. Alex. Morris, late Lieutenant-Governor of the Province,

A HANDSOME BRICK BLOCK,

having a frontage of 100 feet on Main street, and of a uniform appearance with the bank building. The estimated cost of this block is from \$30,000 to \$35,000.

THE NEW COLLEGE OF ST. BONIFACE.

The foundation is already laid, and operations will commence. The size of the building is 120x60 feet, four stories high, built of brick, with stone trimmings. Towards the centre of the building will be erected a handsome tower. A mansard roof caps the climax. The estimated cost is from \$30,000 to \$35,000.

THE HUDSON'S BAY COMPANY

will also erect, on the east side of Main street, near their present storehouse, a large and commodious block of storehouses. The size of the block is about 100x100 feet, and will be three stories high, with a basement, containing a bonded cellar of great dimensions. The building will be constructed of St. Louis pressed red brick with a sandstone front.

The increase in the value of land in Winnipeg has kept pace with the growth of population, and building-lots in certain portions of the city are held at high figures. From present indications the current year will witness another influx of settlers far surpassing in number that of last year. Agriculturists with sufficient means to make a start are the class of immigrants

most wanted now. But very little knowledge of farming is required to make a successful settler, and even that is easily acquired. Persons leaving England early in March or not later than 1st April in any year, will arrive in time to sow and realize a crop during the ensuing season, provided they make no delay in choosing their location.* The land is not arbitrarily allotted, but every applicant for a free grant is at liberty to roam about, see for himself, and then make choice of any land not already conceded. The Canadian Pacific Railway between Fort William, Thunder Bay, and Selkirk, 410 miles long, is all under contract, and being rapidly pushed forward, and as each section is completed extra means of transport will follow, and the land in the province and territories will quickly advance in value. Winnipeg, however, is already connected to the south-east by railway *via* St. Paul and Chicago through to Ottawa, Montreal, Quebec and Halifax, from which ports it is distant only from three to five days' travel, so that the entire journey from London, England, to Winnipeg, can be easily made in fifteen days.

* Local opinion seems to be pretty equally divided as to the best time to arrive in Manitoba. The special correspondent of the *Toronto Daily Globe*, writing from Winnipeg in July, 1878, says :—"It is the universal opinion here that emigration in the spring is a great mistake. The male members of the family should come up in September or October, when the weather is fine and the country dry; the land should be selected; some temporary shelter should be found, or board secured from a neighbour. The houses and sheds should be erected during the winter, and the family should follow in the spring. The animals and implements, having been procured in the winter, would be ready for active work with the plough from the very opening of the season. Three months might be employed at this work by the man prepared for it by his winter's labour, whereas no one, however active or industrious, can get more than one month's ploughing if he emigrates in the spring. Be it remarked that fall-breaking of the prairie is considered to be of no value. It is necessary that the soil should be exposed to the influence of the summer's sun in order that it may be rotted. The sod broken in the fall is as tough as ever in the spring."

ROUTES, RATES OF FARE, &c.*

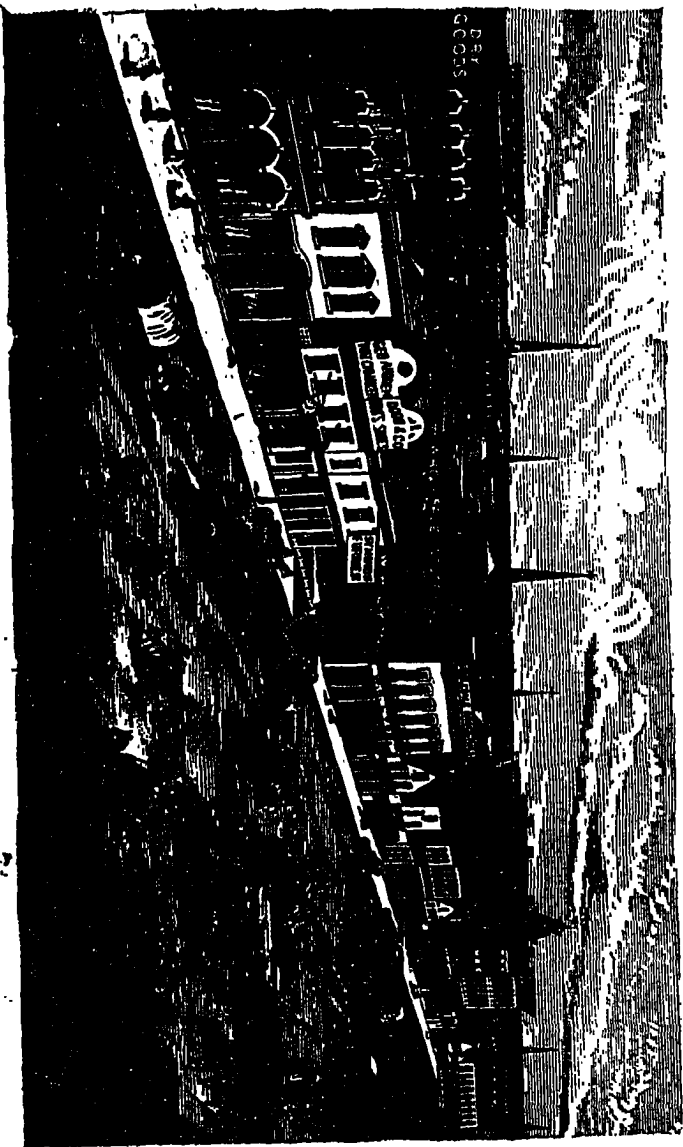
From Toronto *via* Northern Railway to Collingwood (94 miles), thence by Lake Superior Line Steamers (semi-weekly) *via* Bruce mines, Sault Ste Marie, Neepigon, Silver Islet, Fort William, to Duluth. Thence by Northern Pacific Railway to Glyndon, 243 miles, the point of intersection of that line with the St. Paul, Minneapolis, and Manitoba Railway to St. Vincent, at which point it connects with the Pembina branch of the Canadian Pacific Railway to Winnipeg.

ROUTE 2.—All rail through United States *vid* Chicago or Milwaukee to St. Paul, and thence by St. Paul, Minneapolis, and Manitoba and Pembina Branch Railways, *vid* St. Vincent, to Winnipeg; or same route to Glyndon, and thence, *vid* Fisher's Landing, by steamboat on Red River.

There is also a third route, *vid* Sarnia, Ontario, by H. Beatty & Co.'s "North-West Transportation Co. (Limited)" packet line on Lake Superior to Duluth, and thence by continuous railway or rail and Red River, as in Routes 1 and 2. Large numbers of immigrants have reached Winnipeg by this route, and the steamers composing the route are now in the full tide of successful operation.

The boats on Red River are small, and are usually overcrowded during the summer "rush" of immigration; travel by railway is therefore to be recommended. The cost of conveyance per head for intending colonists, including the ocean passage-money between Liverpool, or other British seaport, and Winnipeg, *vid* Quebec or Halifax, may be computed at from £10 to £15 for steerage and third class, or emigrant, accom-

* For detailed list of through routes and tables of distances from British and North Atlantic ports to Winnipeg, see Appendix.



Winnipeg, West Side Main Street, Looking North, 1879.



modation; and at from £25 to £40 for saloon and intermediate cabin, or first and second class. The best times to arrive in Manitoba are from April 10th to May 1st, and between the middle of September and the end of October. To facilitate reference, a list of the land and postal districts and more recent settlements in Manitoba will be found in the succeeding chapter and appendix. Within the Province and adjoining territory, regular communication on the Red and Assiniboine Rivers is afforded by the steamers of the Winnipeg and Western Transportation Company.

DRAWBACKS.

No country is quite perfect. This, we think, will be everywhere admitted, from the settler's point of view. 'Tis perhaps hard that such a "poor man's Paradise" as Manitoba should present any bar to perfect bliss; but even there everything is not *couléur de rose*. There are obstacles which must, for a time at least, create prejudice and retard settlement. Briefly stated, these are—First, its remoteness from the great through lines of travel, and its consequent present difficulty of access and egress. Home markets only can be counted on for the staple product of the soil for the next two years, that is, until the Canadian Pacific Railway is completed and in operation between Winnipeg and Lake Superior, or until the promised "short cut" by way of the Hayes, or the Nelson river, and Port Nelson on Hudson's Bay, is opened to a more direct trade with Europe. Port Churchill, north of Port Nelson, is now advocated as a more direct and accessible point of trade on the Hudson Bay. No serious difficulty is thought to exist in the navigation of the Nelson River to a point from 80 to 100 miles from its mouth. From that point a railway 250 miles long would

have to be constructed to bring grain to tide water.* For at least four years to come, the Manitoba farmer has the best of all markets—a home market—for all he can possibly produce.

Second, the visitations of grasshoppers or locusts, which at times have proved, and may therefore again prove, very destructive to the grain crops. I am aware that in approaching this subject I am treading on delicate ground; that whatever opinion I offer in regard to these visitors, I am certain to be challenged by the champions either of the hopper or the no-hopper party. I feel, however, that I have a duty to discharge to my reader, and that I cannot serve the cause of truth better than by quoting from competent authorities on the subject.

Mr. James Trow, M. P., in one of his letters on the subject, says Manitoba and the North-West are not breeding grounds; the locusts "are foreigners, and much more liable to over-run Nebraska, Kansas, Minnesota, and Dakota, than Manitoba. Manitoba had an immunity of thirty-seven years. From 1820 to 1857 not a single grasshopper was in the country. In 1873, 1874, and 1875, crops were partially destroyed, more particularly in 1874, but none have since appeared, and, in all probability, may not again for half a century." Professor Macoun, on the other hand, in his evidence before the Dominion House of Commons, stated that "grasshoppers are almost certain to be occasional visitors." Judging from my own experiences in neighbouring Dakota in the autumn of 1876, I am inclined

* Lieutenant-Governor Cauchon, of Manitoba, is of opinion that the Hudson Bay route will not be needed for five years to come—in fact, not until the Saskatchewan and portions of the Peace River country are under cultivation. He is also of the opinion that when that period shall have arrived, the route to the eastward of Lake Winnipeg, avoiding the Hudson Bay altogether and reaching tide water at the mouth of the Hudson Straits, will be found the most practicable.

to side with the last witness. As the soil is settled and brought under cultivation these pests will, it is thought, gradually disappear. A few stragglers from the invading locust army reached the South Saskatchewan in 1875, but none have yet been seen, Professor Macoun says, on Peace river.*

Thus far the Mennonite settlers, of whom there are now upwards of 7,000, settled on the Red river, and in the various sections of the province, appear to be the only people who understand how to treat these troublesome visitors. They turn out in whole villages and drive the "hoppers" before them.

During the summer that social pest the mosquito also makes its appearance, and "leaves its sting behind." Though not quite so large or so venomous as the Mississippi "galley-nipper"—which is said by travellers on that far-famed river to flap its wings like a prairie-fowl, and to bite through a copper or cast-iron kettle—they are described as being very troublesome. Black and sandflies and other insects of this species are also common in some parts. The prolific growth of weeds is likewise troublesome to wheat-growers. At the outset it is calculated to embarrass poor or slovenly farmers.

Among the hindrances to rapid settlement in Manitoba and in some sections of the adjoining North-west territory, should also be mentioned the scarcity and consequent difficulty of procuring timber for building purposes on anything like a large scale. To a considerable extent that in general use is spruce, of which there is a good supply on the Saskatchewan and at the head of the Duck mountains. Sawed pine lumber

* An elaborate article on the Rocky Mountain or Saskatchewan locust (*Caloptenus Spretus*), addressed to Hon. J. S. Pillsbury, Governor of Minnesota, by its author, J. W. Taylor, U. S. Consul at Winnipeg, is recommended for perusal. It will be found in the Appendix.

is imported largely from Minnesota, and fetches high prices. Doubtless the completion of the Canadian Pacific Railway connecting Keewatin with the province and territories will open up a new and abundant supply of lumber. The present prices of this essential commodity are therefore likely to be very greatly reduced in a short time. Poplar serves as fuel, and spruce and tamarac are used for fencing. As a whole, the province, within its own limits, in common with most prairie countries, is but scantily supplied with building timber, and this fact may increase the difficulties of providing adequately for the large agricultural population the province is otherwise suited to sustain.

The following were the average prices of horses, cattle, provisions, &c., in the City of Winnipeg in February, 1880; they may be accepted as the standard for the next four years:—

Horses, per pair.....	300 dollars.
Oxen, per yoke.....	150 "
Good cows, from.....	30 to 35 "
*Waggon, from.....	80 to 85 "
*One ox cart	15 to 20 "
" harness.....	7 to 9 "
*Breaking-plough	25 to 30 "
*Harrow	10 to 16 "
*Cooking-stove, with furniture	25 to 40 "
Flour, per barrel	6 "
Beef, per pound.....	10 cents to 15 cents.
Pork, per barrel.....	18 to 25 dollars.
Butter, per pound.....	25 cents.
Eggs, per dozen.....	25 "
Potatoes, per bushel.....	75 "
Wheat "	1 dollar 50 cents.
Peas "	1 "
Barley "	1 " 25 "
Oats "	"

* As the facilities for transport and trade increase, the prices of these manufactured articles may be expected to be somewhat reduced.



General View of Winnipeg in 1871. The Embryo City.



Sawn timber for building, per thousand feet, fetches from 22 to 35 dollars.

*Average Yield of Crops grown in Manitoba.**

Wheat, per acre.....	35 bushels.
Barley " 	40 "
† Peas " 	25 "
Oats " 	50 "
Potatoes " 	200 "

The total yield of the province for 1878 has been thus stated:—Wheat, 480,000; Barley, 173,000; Oats, 380,000; Potatoes, 460,000 bushels.

* These statistics are the result of observations at thirty different settlements in the North-West during the harvest season of 1878. Reports thus far received for 1879 of the crops in the valley of Red River and throughout the settled districts of the North-West territory are highly favourable. Of wheat, it is believed, an average of 30 bushels to the acre will be obtained; of barley 40 bushels, and of oats 60 bushels. Mr. Luxton, editor of the *Manitoba Free Press*, is of opinion that the wheat crops thus far may be safely averaged at from 25 to 30 bushels to the acre. With farming, such as is carried on at the east, the average might, he thinks, be readily advanced five bushels per acre.

† Poplar Point is considered the best locality for growing peas.

KEEWATIN AND THE NORTH-WEST TERRITORY.

THE "FERTILE BELT."

LAND AND HOMES FOR THE MILLION.

ROUGHLY speaking, the territory belonging to and embraced within the Dominion of Canada in the North-West covers 2,750,000 square miles, an area equal to twenty-six times that of the province of Manitoba. It was erected into a separate Government by the Act of October 7th, 1876. Its boundaries extend from Lac Seul (long 92° W., lat. 50° N.) to the base of the Rocky Mountains, in lat. 60° N., thence along the base of the Rocky Mountains to lat. 50° N., thence to the western boundary of Manitoba, thence along the said western boundary to Lac Seul. That portion or segment known as the district or territory of Keewatin adjoins Manitoba on the north and east.

The district was organised in 1876, and embraces an area of 395,000 acres, lying between 91° 8' and 100° 8' West, and between Ontario, on the East, and Manitoba; and North and South between the American boundary and the extreme northern limit of Canada. At this time, it is principally occupied by Icelandic colonists, who are settled in six townships along the west border of lake Winnipeg. The colony numbers about 1,800 souls, and is known as New Iceland. The chief settlement is at Gimli. Icelander's River and Sandy Bar are the names given to smaller villages in the infant colony. These colonists are a hardy, happy and harmless race of people, and, as might be expected, subsist largely on

fish. After enduring great hardships in their own country, they exhibit a docility and a desire to adapt themselves to New World ways and Western fashions, that is not a little surprising. They are well educated, and manifest a high degree of intelligence and ability. "I scarcely entered a hovel at Gimli," said Lord Dufferin, in his famous Winnipeg speech, "which did not contain a library."

A good winter road has been constructed between these settlements and the road system of Manitoba, so that this really interesting little community of Norsemen and women, bred amid the snows and ashes of an Arctic volcano, is at all times accessible to the traveller and sight-seeker through Manitoba.

But Keewatin or Manitoba, or even both combined, form but a very small portion of Her Majesty's splendid domain in North-Western Canada. West of Portage-la Prairie, on the Assiniboine river, stretches

" . . . farther far than human eye can reach,"

for 650 miles, the magnificent country known as the "Fertile Belt." This vast tract, when fully cultivated, will be the granary of Great Britain, the wheat-field of the world.

The eccentric John Randolph's well-known and oft-quoted description of Washington as a city of "magnificent distances," applies to the country we are now seeking to describe with even greater force and fitness than to the stately, but solitary, capital on the banks of the Potomac. "Distance!" said a Yankee traveller, when appealed to on the probable width of the apparently limitless expanse of rolling prairie which everywhere confronted him, "Distance! I should think so—distance till you can't see!" Westward and northward of the "Fertile Belt" stretch the "Great Lone Land," the "Wild North Land," "No Man's

Land," "Rupert's Land," "Fur Land," and no one knows how many more lands. Verily this is a great country.

For purposes of exploration, and of present or future settlement, this vast territory, covering two and three-quarters millions of square miles, may be thus classified and distinguished:—

Wheat Area.

	Sq. Miles.
1. General boundaries: from Lac Seul (say long. 92° W., lat. 50° N.) to a point at the foot of Rocky mountains in lat. 60° N.; thence along base of Rocky mountains to lat. 50° N.; thence to the south bend of Mouse river; thence to the Lake of the Woods, lat. 49° N.; thence along Rainy river, and thence to Lac Seul. This area, embracing Manitoba, unbroken by mountains or rocks to any material extent, with streams and small lakes which but fertilize, may be stated at.....	320,000
2. Beyond it, northwards, are also areas of rich vegetable mould (<i>humus</i>), on warm Silurian and Devonian bases, and with marly clays well adapted to the growth of roots or other spring crops.....	50,000

Vegetable, Grass, and Timber Area.

3. Hudson's Bay basin (portion Silurian, so far as known, and fairly predicable) east side (East of meridian 80° W.) 100,000 square miles. West side (W. of meridian 80° W) 300,000 square miles.....	400,000
4. Winnipeg basin, east side, from English river to Nelson river.....	80,000
5. Beaver river (middle and lower parts)	50,000
6. Methy lake and Clear Water river, and Athabaska river, from Clear Water river to Athabaska lake, east side.....	30,000
7. West of Mackenzie river (Devonian, with coal measures) to wheat line as above stated, and from Fort Chipweyan, Lake Athabasca, to Fort Resolution on Great Slave lake, say, from lat. 58° to 61° N.	10,000

KEEWATIN AND THE NORTH-WEST TERRITORY. 39

	Sq. Miles.
8. East side of Mackenzie river to Fort Good Hope, or say lat. 68° N.....	100,000
9. West of the Mackenzie river from lat. 61° N., northwards, to American (late Russian) boundary, along 141° W., and American Pacific shore strip, viz., all north of lat. 60° N., except area No. 5 aforesaid ...	160,000
10. Rocky Mountain eastern slope, beyond wheat line	30,000
11. Outlying areas, amongst others the extensive but undefined ones between the Hudson's Bay Silurian, and northern rivers of the St. Lawrence valley ; say from Lake Mistassini to Lake Nepigon	100,000
12. Add, the "American desert" of our latitudes ; say, between lata. 49° and 50° N., where maize thrives and buffaloes fatten—a favourite Indian hunting ground	470,000
Total area	1,800,000
13. The rest of our North-West and Rupert's Land territory, including the immense "Barren Grounds" of our Laurentian system, and the Labrador Rocks of eastern Rupert's Land, and the great wilds and islands of the Arctic, estimated at another million squaremiles..	1,000,000
Total.....	2,850,000

That portion of it more properly designated the Saskatchewan country is bounded on the south by the 49th parallel, west by the Rocky mountains, north by parallel 55°, and east by Manitoba.

The best known and most settled section of this immense region lies between Point du Chêne, 30 miles east of Winnipeg, and Lake St. Anne, 40 miles west of Fort Edmonton, forming the "Fertile Belt" of the North-West. It is 960 miles in length (east to west) with an average width of 250 miles. This would embrace 240,000 square miles. One-fourth of this area, equal to 40,000,000, it is estimated, will produce wheat, barley

and potatoes of good quality and in great abundance. In the language of the hopeful Colonel Sellers, "There's millions in it. "It is the crowning feature of this 'Fertile Belt,' " says Mr. U. S. Consul Taylor, in a recent letter to the editor of the *Pioneer Press*, of St. Paul, "which broadens with reduced altitudes and constant air currents from the Pacific Coast, that the immense trapezoid, whose apex is bounded on the Mackenzie, has a sufficient quantity of summer rains for all the purposes of agriculture as organized in the Atlantic and Mississippi States."

CLIMATE, SEASONS, TEMPERATURE, &C.

The climate and ranges of the thermometer in the North-Western territory are marked by the same general features as those already described in our chapter on Manitoba.* The range of the thermometer at Battleford indicates a mean winter temperature nearly 7° higher than that of Winnipeg, 3° south of it. The winters are steady and uniform, and the atmosphere bright, transparent, and exhilarating. It is without question one of the healthiest sections of the Dominion.

It is a curious fact that spring seems to advance from north-west to south-east, at the rate of about 250 miles per day, and that winter is felt in Manitoba first and thence travels westward at about the same rate. It is worthy of note also that Halifax on the Atlantic seaboard is nearly as cold in spring and summer as interior points situate more than 12 degrees further north.

* A table showing the daily maximum and minimum reading of the barometer and thermometer for each of the months of November and December, 1879, and January, 1880, furnished by Superintendent Bourne, of St. John's College, Manitoba, is unavoidably crowded out of this and the preceding chapter. It will be inserted in its appropriate place in future editions of the book.

The following table, compiled by Professor Macoun, exhibits the comparative range of the thermometer at various points throughout the Dominion :—

—	Latitude north.	Summer.	Spring.	Autumn	July and August.
Cumberland House, N.W.T.	53°37'	62°62'	33°04'	32°70'	64°25'
Fort Simpson, N.W.T.	61°51'	59°48'	26°66'	27°34'	62°31'
Fort Chipewyan, N.W.T.	58°42'	58°70'	22°76'	31°89'	60°60'
Fort William, N.W.T.	48°24'	59°94'	39°67'	37°80'	60°52'
Montreal, Quebec	45°31'	67°26'	39°03'	45°18'	68°47'
Toronto, Ontario	43°40'	64°43'	42°34'	46°81'	66°51'
Temiscamingue	47°19'	65°23'	37°58'	40°07'	66°43'
Halifax, N.S.	44°39'	61°00'	31°67'	46°67'	66°55'
Belleville, Ontario	44°10'	temperature nearly that of Toronto.			
Dunvegan, N.W.T.	56°08'	average summer six months.			
Edmonton, N.W.T. *	53°31'	62°50'	39°70'	—	—
Carlton	52°52'	—	35°70'	—	—
Winnipeg, Manitoba	49°52'	64°76'	30°13'	33°29'	65°32'

Mean of the Year 35°51.

By an analysis of the figures contained in the right-hand column, it will be seen that the temperature of the months when grain ripens is remarkably uniform throughout the Dominion, from Nova Scotia and Quebec to the north of Great Slave lake. The lower temperatures of Manitoba unquestionably result from its proximity to the Arctic declivity of Hudson's Bay. The mean summer temperature of the great prairie region which the general public are now specially interested in, and which we are now describing is 60°, with ample rain-fall.

* The western curve of the Fertile Belt, extending for 300 miles north of Edmonton, has an average winter temperature 15° higher than that of Western Ontario.

LANDS FOR SETTLEMENT.

It is estimated that fully four-fifths of all immigrants to British North America now proceed westward of Lake Superior. They go to what is known as the "Central Prairie Land." Under this title is embraced the vast tract already briefly outlined, stretching from 49° to 60° N., a distance of 760 miles, and embracing an area equal to 480,000 square miles. The lands are watered by the Red, Assiniboine, Saskatchewan, and Peace rivers, and are among the most valuable in the Dominion.

The south and larger half of this area lays upon the waters of the Saskatchewan, Red, and Assiniboine rivers. North of this the Beaver or Churchill tract occupies a triangular area of 50,000 square miles. Of the remainder, 120,000 are situated on the Athabasca and on the Peace river to the north; and 30,000 square miles, forming the north-west corner of the tract, lay on the waters of the River of the Mountains and Hay rivers, branches of the great McKenzie river.

The valleys of the Assiniboine and Saskatchewan embrace 46,000,000 of acres of rich soil and pasturage, 18,000,000 of which are immediately available for farming purposes. The western district of Manitoba, which includes all the land laying between Rat lake creek and Poplar point, and between Lake Manitoba and the Assiniboine, is probably the very best in the province for farm purposes. The prices of improved farms fronting on the Red and Assiniboine rivers range from 5 to 10 dols. per acre. In the newer settlements, lots have changed hands at 2 dols. and 3 dols. per acre, while in favoured spots near Winnipeg small tracts are held as high as 40 dols. per acre. The land between the North and South Saskatchewan rivers is nearly all good. From Long lake to the Little Saskatchewan river, the country, for

a distance of 150 miles, contains many fine sections of rich, fertile land, interspersed with poplar groves, well adapted to the wants of English tenant-farmers. The "lay of the country" in this section is thus described by C. J. Whillams in his last report to the Dominion Minister of Agriculture:—

"Near the Little Saskatchewan, the prairie of the slopes, valleys, ridges, and table-land to the agriculturist, is an ocean of wealth; acre after acre, mile after mile, so far as the eye can see, the landscape is beautifully waving, the rolls are like the billows of the mighty Atlantic so far as they sweep in a continuous wave for miles in one direction. Whatever nature has produced it has done so most luxuriantly; the colour and variety of wild flowers is so great that the prairie presented the appearance of a huge flower-bed; wild rose trees from six to twelve inches high are so numerous that the resting-place while camping on the prairie is literally 'laying on a bed of roses.'"

Professor Macoun, from whose evidence we have so often quoted, has stated that "a continuous farming country extends from Point du Chêne, 30 miles east of Winnipeg, to the Assiniboine at Fort Ellice, a distance of 230 miles, without a break."

South of Shoal Lake and east of Fort Ellice, near the main road, *via* Oak River and Bird Tail Creek, in Township 14 R. 22, are some fine lands open for settlement. The following is an extract from a letter communicated to the *Winnipeg Free Press* by a party of Ontario land seekers in this section:—

"We have followed up the Oak River valley, which is a rolling prairie, the soil being of a rich, dark loam. Plenty of firewood, and no building timber, can be had within eight or ten miles. After exploring the valley up to the Riding Mountain we struck across to Bird Tail Creek, finding the land all along to be of good quality and well wooded. This stream, though called a creek, is more like a river, with magnificent mill

sites the whole way down. The water is clear and of the best quality, there being many springs through the valley. This part is better wooded, with large timber north of the Pelly crossing, but as we went down the stream the wood was not so plentiful, but the land was equally as good. The banks along the stream are high, affording splendid scenery. After we located our land, which is along this stream, we set out for Shoal Lake. The land is good, but cut up somewhat, with ponds and little lakes, but it would be a good grazing country for stock raising. There is abundance of hay and water. As we came near Shoal Lake the land became more high and dry. The land around this lake is splendid, though there is a scarcity of wood for building; yet it can be had at a reasonable distance. This body of water is the finest we have seen since leaving Ontario; it is clear, and has a gravelly bottom, with an abundance of fish. There are some fine Government buildings built here and occupied by the mounted police, a post-office, two stores, and a number of farm houses. The place is supplied with a weekly mail and stage. This place is destined to become a thriving post, as the railway is proposed to touch the end of this lake. After leaving the lake the land is not so good, as it is low for about ten miles east of the lake, but splendid for cattle raising; magnificent hay meadows. If the government gives us the railroad this part will bid fair to become a rich part of the North-West."

Next to the Saskatchewan district, west and northward, is a very extensive district, forming the watershed between the Saskatchewan and Peace rivers. Through it flows the Athabaska river. This is all forest, and but little more than its name of "Thick-wood country" is known of it.

Adjoining this is the Peace River section, extending along the Rocky mountains from a point a little north of Jasper's House to Fort Laird and the west end of Little Slave lake, thence to the forks of Athabaska, and down that river to Athabaska lake.

The Peace River country, indeed the whole prairie region situated between Manitoba and the Rocky mountains, is described by all travellers and settlers, professional and unprofessional, as capable of successful cultivation, though varying greatly, as do all lands

of equal extent, in capacity for production. Those who have had the best means of judging, pronounce the land in the Peace River valley the most valuable for farming purposes in the whole North-west. In general character it is very like that of Manitoba, west from Portage-la-Prairie to Pine creek. The hindrances to the immediate settlement and permanently successful cultivation of these vast prairies have been already briefly stated. Inferiority in respect either of climate or soil cannot certainly be fairly numbered among them. These lands are unquestionably capable of sustaining a large and active population, and with the increased facilities for transport, and the tide of immigration which the Dominion and American railway systems are sure sooner or later to bring, they are not likely to remain long unoccupied. Five-sixths of all the timber in the Peace River country is poplar. The river scenery is described as "enchanted." The opinion, often expressed by late writers, gains ground in Winnipeg, namely, that the best available lands now open for settlement, combining the most promising advantages for minerals and manufactories, are to be found in the proposed line of the South Western Railway in and around Pembina mountains, Turtle and Riding mountains.*

MINERALS.

The same general remark will apply to the larger territory of the North-West that has been made relative to Manitoba. Mineral undoubtedly exists, but in what

* Interested persons may assert this, but the facts are otherwise. The quantity of land (altogether) in the localities indicated above, valuable for settlement, is trivial compared with the areas of wheat growing lands further on in the territories, for instance, in the Carrot river and Saskatchewan river valleys, along and under the Rocky Mountains, in the Peace River country, etc.—(Note by J. S. DENNIS, Deputy Minister of Interior.)

quantity or of what quality, is not known. Mining thus far has been the merest "surface scratching." There are extensive LIGNITE deposits in the Souris river valley. They are situate about 250 miles west of Red River and about three miles north of the International Boundary. According to the Mining Engineers' Report (R. H. Norton, M.I.M.E., South Staffordshire), the claims referred to "contain a vast amount of coal, which can be easily and economically mined and prepared for shipment."

Plot A.—(See accompanying table), contains a Lignite seam of 7 feet, 30 feet from surface. Plot B.—Lignite, 8 seams, varying from 18 inches to 6 feet thick, interspersed with clays, shales and sandstones. Plot C. and D.—Short tributary creek of Souris, shows fine sections of Lignites, sandstones, ironstones and clays. One seam being 5 feet 6 inches thick. This seam is now being worked and is pronounced of the same strata as that found south and south-west at Bismarck, D. T., and along the lines of Union Pacific and North Pacific Railroads in Wyoming and Montana. No shafts or expensive machinery are required, the coal being brought to bank, all exposures being far above high water mark, with abundant room for shoots, screens, &c., &c. Mining timber is said to be abundant in the neighborhood. The expense of getting (*i.e.*, mining) the coal is estimated by Mr. Norton at \$1 per ton. The transport to Winnipeg would have to be by barge (flat boat) down the Souris and Assiniboine rivers, 700 to 800 miles, and this would materially enhance the value of the output. Mr. Hugh Sutherland, to whom the properties belong, maintains that he has an immediate market in Winnipeg alone for 5,000 tons of Lignite, at \$12 per ton, the present inferior wood readily bringing from \$5 to \$7 per cord, and Pennsylvania hard coal from \$15 to \$18 per ton.

The quantities of Lignite, &c., are thus estimated :

Plot.	Extent.	No. of Seams.	Depth.	Est'd quantity.
A.....	160 acres.	1 Seam.	7 feet.	1,806,400
B.....	320 "	8 Seams.	15 "	7,744,000
C.....	320 "	2 Seams.	9 "	4,646,400
D.....	200 "	2 Seams.	9 "	2,904,000
			Total..	17,100,800

Fire clay and ironstone is said to abound in conjunction with the lignite. Specimens of ironstone show 5 per cent. of iron, in seams 18 inches thick.

One parting word of advice, my reader, while on this important branch of my subject. Avoid land speculators as you would the plague, especially those of the "Winnipeg" species. Never lose sight of the fact that POPULATION, the sure precursor of development and trade, invariably follows the lines of railways and the courses of navigable rivers. The best lands and most advantageous situations for wood and water are thus rapidly appropriated. The intending settler in the North-West territory will, therefore, be repaid by an attentive study of the following.

RIVERS AND LAKES.

The extent of the river and lake system of the North-West territory—briefly outlined in our sketch of the inland communications of Manitoba in the foregoing chapter—may be thus summed up.

RED RIVER has nearly 600 miles of navigation, nearly half of which is within British territory, and steamers

ply throughout the season between Lake Winnipeg and Glyndon, a distance of 288 miles.*

The SASKATCHEWAN† river is 1,864½ miles in length. The north and south branches rise in the Rocky Mountains within a few miles of each other. The south or main branch is 1,092 miles in length, and the north branch 772½ miles. In ascending the river from Lake Winnipeg, the Grand Rapids, three miles long and 43½ feet descent, are first reached. The character of the soil in the country drained by the Saskatchewan is of a very superior quality. Already the country is settling up rapidly, and men of capital and experience are pushing their enterprises in this direction. Steamers sometimes run as high as Edmonton, a distance by river of 1,200 miles.

Pass Mission, at the mouth of the Pasquai river, is a fairly prosperous settlement, with a soil well adapted to agriculture.

Prince Albert Mission, on the south side of the North Saskatchewan, 45 miles below Carleton, extends a distance of about 30 miles, and numbers nearly 1,000 settlers, who are in a highly prosperous condition.

Edmonton is the centre of a fine section of farming country, rapidly settling up, with an enterprising population. The country drained by the north branch and its tributary, the Battle river, is considerably wooded. Edmonton is the centre of the gold-washing fields of the North Saskatchewan.

Fort Edmonton stands on the North Saskatchewan, about 20 miles to the north of the proposed railway line. Sturgeon Creek, Lake St. Anne, to the westward, abounds in whitefish.

Buttleford, the capital of the North-West territory,

* For an analysis of the waters of this river and its chief tributary the Assiniboine, see Appendix.

† Indian name is *Kisikah-chewan* ("the river that runs swiftly.")

situate 600 miles by road west of Winnipeg city, occupies the tongue of land between the Battle river and the north branch of the Saskatchewan. The Canadian Pacific Railway will probably cross the river at this point, and doubtless will greatly add to the future prosperity of this ambitious three-year-old town. A fortnightly express and postal service is maintained between Winnipeg, Battleford, and Edmonton. There is also direct telegraphic communication opened with Ottawa and other chief centres in the old Dominion.

Fort Jarvis, 30 miles north of Fort Edmonton, is a French-Canadian settlement, and headquarters of the Mounted Police.

On the branch above "the forks" of the Saskatchewan spreads the "park country," "natural fields of rich land dotted with lakes and groves." At St. Laurent, 60 miles from the forks, is a considerable settlement of French and half-breeds. *Duck Lake*, 20 miles west, is also the nucleus of an improving colony. The "Moose Woods," 35 miles beyond, and "Cyprus Hills," abound in nutritious grasses, and are well watered, and adapted for stock-raising.

RED DEER, BOW, AND BELLY rivers are tributaries of the South Saskatchewan, and drain a fine region, estimated to contain an area equal to eight times that of Manitoba.

Fort Calgary is at the confluence of the Bow and Elbow rivers, and *Fort McLeod*, on the Belly river; a short distance south of Fort Calgary, are natural sporting grounds. Buffalo herd on them in large numbers. The land in the neighbourhood of the former station is described by travellers as being "as level as a cricket ground."

The ASSINIBOINE river, the principal tributary of Red river, which it joins at Winnipeg, is usually navigable as far as Portage la Prairie, the county town of Mar-

quette, 65 miles from its mouth. During high waters boats run up to Fort Ellice, 350 miles. Its entire course is upwards of 600 miles. The country between Winnipeg and the Portage is generally low, and in many places wet and uninviting. Beyond the portage the forest here and there shows itself,—spruce groves and sand-hills capped with pines, and little dells filled with aspen and spruce, come to view.

The QU'APPELLE, the main tributary of the Assiniboine, rises near the elbow of the south branch of the Saskatchewan. It is 250 miles long, and flows through a fine valley, and the Souris and Rapid or Little Saskatchewan rivers are its other principal tributaries. At Fort Ellice, there are good bridges over the Assiniboine and the Qu'Appelle rivers.

LITTLE SASKATCHEWAN river is a very beautiful stream, though very rapid, and is navigable for canoes and bateaux for one hundred miles. It flows parallel with the Assiniboine about 100 miles eastward of it, and enters it about 150 miles from its mouth. It drains a magnificent country, which is fast settling up, and the soil is of wonderful fertility.

PEACE river is navigable for 500 miles from the Rocky mountains, with an average depth of six feet.

The following list embraces the chief points on Peace river east of the Rocky mountains, Hudson's Hope, Fort St. John (60 miles), Dunvegan (180 miles), Battle river (280 miles), Fort Vermillion (480 miles), Little Red river (580 miles), Fort Chipewyan, Lake Athabaska, French Mission, Fort Simpson and Fort Laird.

ROOT or CARROT river rises in rich lands, 60 miles south-west from the forks of the Saskatchewan, and flows through a wooded country with many lakes, generally from 30 to 50 miles south of the Saskatchewan, into which it falls after a course of about 240 miles. It is estimated there are three millions of acres of land



Running the Rapids—A Reminiscence of the Old North-West.



of first quality between this river and the Saskatchewan.

SWAN river has a course of nearly 200 miles, and enters Lake Winnipegosis near its north end.

The ATHABASKA river is navigable for 180 miles above the lake of this name. It drains what is known as the "Thickwood" country. Between Lake Athabaska and the Arctic ocean, a distance of 1,300 miles, there is but one portage necessary, and that is only fourteen miles in length.

The MCKENZIE river runs 1,400 miles almost due north from Lake Athabaska to the Arctic ocean. The Winnipeg, Nelson and Beaver, and the Hudson Bay rivers and streams generally south of York Factory are navigable for canoes and small craft. The total river navigation within Dominion territory in the North-West is variously estimated at between 10,000 and 11,000 miles.

Lakes WINNIPEG, MANITOBA and WINNIPEGOOS have been already referred to in our chapter on Manitoba. Mossy Portage, four miles long, connects the head of Lake Winnipegosis with Cedar Lake on the main Saskatchewan, thus linking a line of continuous water communication 1,500 miles in length, extending from Winnipeg City to the base of the Rocky Mountains.

When on the Red river, in 1849, I was shown the identical bark canoe which, twenty-four years before (1828), carried Governor Simpson and his staff from Hudson's Bay, *via* Peace river to tide-water on the Pacific at the mouth of the Fraser river, probably the longest trans-continental canoe trip ever accomplished by European travellers. It was a noble craft, and, when manned by a picked crew of eight Canadian *voyageurs*, brought vividly to mind the records of the palmy days of ancient Hochelaga, the brave adventures of Jacques Cartier, and the missionary exploits of Hennepin and

La Salle. It is still remembered by many an old Hudson Bay trapper in these far northern regions.

Thirty years ago, when the writer first visited the country, the Assiniboinés, Saulteaux, Sioux, Ojibbeways, Blackfeet and Crees, roamed undisturbed from the Rocky Mountains eastward to the Red River and the Mississippi. These once populous and powerful tribes now number scarcely 30,000. They are rapidly fading away before the combined influence of European and American settlement, and must soon altogether disappear. Half-breeds from Manitoba are taking their places, only in their turn to be supplanted by the whites.

SPORT.

The prairies and forests of this vast domain abound in wild game. Among the most common are deer, including moose, elk, and cariboo; bears, wolves, foxes, racoons, wild cats and rabbits. Of the fur-bearing animals the fox, otter, beaver, mink, and musk-rat are the most numerous. Buffalo roam as far north as the Saskatchewan Valley and the variety known as the Wood Buffalo is occasionally met with between the Athabaska and Peace Rivers country. Black bears are found on Peace River. Among feathered game may be mentioned grouse, pigeons, partridges and prairie fowl, while in the spring and autumn geese, ducks and pigeons are plentiful.

The lakes abound with white fish of a delicate variety, and the rivers and smaller streams in pike, pike, sturgeon, cat-fish, &c. During the breeding season only are game and fish protected by law.

SETTLEMENTS.

In the North-West territory the principal settlements at this time are found at varying distances along

the banks of the North and South Saskatchewan rivers, a district of country bounded on the south by North Saskatchewan, and north by the watershed between that river and the Beaver and Athabaska rivers, where the land is described as being all good. They may be thus enumerated:—Star Mission (Church of England), situate on the North Saskatchewan on the Green Lake road, 60 miles north of Carlton. Lac la Biche (Roman Catholic), 100 miles from Fort Edmonton. Victoria Mission (Wesleyan), 80 miles east of Edmonton. St. Albert Mission (Wesleyan), 80 miles east of Edmonton. At Prince Albert Mission, on the North Saskatchewan, English, Scotch, and Canadian half-breeds form a majority of the population. For a complete list of townships, cities, villages, settlements, &c., in Manitoba and the North-West Territory, and for much information which will, if rightly used, greatly aid him in the selection of a future home, the reader is referred to the official register and survey reports in the Appendix. See page 78 *et sequitur*.

APPENDIX.

DOMINION LANDS, HOMESTEAD RIGHTS, &c.*

THE administration and management of the Public Lands in Canada is effected through a Branch of the Department of the Minister of the Interior, known as "*the Dominion Lands Office.*"

The only lands now held by the Federal Government in the older provinces are Ordnance and Admiralty reserves. In Manitoba and the North-West territories, however, it holds vast tracts of rich agricultural land, which are open to and invite immediate settlement.

The surveys divide the lands into quadrilateral townships, containing thirty-six sections of one mile square in each, together with road allowances of one chain and fifty links in width, between all townships and sections.

Each section of 640 acres is divided into half sections of 320 acres. All townships and lots are rectangular, *vide* accompanying Map. To facilitate the descriptions for Letters Patent of less than a half-quarter section, the quarter sections composing every section in accordance with the boundaries of the same, as planted or placed in the original survey, shall be supposed to be divided into quarter sections, or forty acres. The area of any legal subdivision in Letters

* The full text of the Consolidated Dominion Lands Act (1879), 42 Victoria, chap. 31, from which the following provisions are condensed, can be had on application to any law stationer throughout the Dominion.



Fort Edmonton, on the North Saskatchewan River.
880 Miles West of Winnipeg.



Patent shall be held to be more or less, and shall, in each case, be represented by the exact quantity as given to such subdivision in the original survey; provided that nothing in the Act shall be construed to prevent the lands, upon the Red and Assiniboine rivers, surrendered by the Indians to the late Earl of Selkirk, from being laid out in such manner as may be necessary in order to carry out the clause of the Act to prevent fractional sections or lands bordering on any rivers, lake, or other watercourse or public road from being divided; or such lands from being laid out in lots of any certain frontage and depth, in such manner as may appear desirable; or to prevent the subdivision of sections, or other legal subdivisions into wood lots, or from describing the said lands upon the Red and Assiniboine rivers, or such subdivisions of wood lots, for patent, by numbers according to a plan of record, or by metes and bounds, or by both, as may seem expedient.

PRICE OF DOMINION LANDS.

Unappropriated Dominion lands, outside of the Belts set forth in the Railway Lands Regulations (see map, &c., next front cover) may at present be purchased at the rate of 1 dollar 30 cents per acre; but no purchase of more than a section, or 640 acres, shall be made by the same person. Payment of purchases to be made in cash. The Minister of the Interior may, however, from time to time, reserve tracts of land, as he may deem expedient, for town or village plots, such lots to be sold either by private sale, and for such price as he may see fit, or at public auction. The Governor in Council may set apart lands for other public purposes, such as sites of market-places, jails, court-houses, places of public worship, burying-grounds, schools, benevolent institutions, squares, and for other like public purposes,

FREE GRANTS AND HOMESTEAD RIGHTS.

Free grants of quarter sections (160 acres) are made to any male who is the head of a family, or to any male not the head of a family who has attained the age of 18 years, on condition of three years settlement from the time of entering upon possession. A person entering for a homestead may also enter the adjoining quarter section, if vacant, as a pre-emption right, and enter into immediate possession thereof, and on fulfilling the conditions of his homestead, may obtain a patent for his pre-emption right on payment for the same at the rate of one dollar per acre if outside the Railroad Belts, but if within such Belts, at the price set forth in the Regulations. When two or more persons have settled on, and seek to obtain a title to, the same land, the homestead right shall be in him who made the first settlement. If both have made improvements, a division of the land may be ordered in such manner as may preserve to the same parties their several improvements.

Questions as to the homestead right, arising between different settlers shall be investigated by the Local Agent of the division in which the land is situate, whose report shall be referred to the Minister of the Interior for his decision.

Every person claiming a homestead right from actual settlement must file his application for such claim with the Local Agent, previously to such settlement, if in surveyed lands; if in unsurveyed lands, within three months after such land shall have been surveyed.

No patent will be granted for land till the expiration of three years from the time of entering into possession of it.

When both parents die without having devised the land, and leave a child or children under age, it shall

be lawful for the executors (if any) of the last surviving parent, or the guardian of such child or children, with the approval of a Judge of a Superior Court of the Province or Territory in which the lands lie, to sell the lands for the benefit of the infant or infants, but for no other purpose; and the purchaser in such a case shall acquire the homestead right by such purchase, and on carrying out the unperformed conditions of such right, shall receive a patent for the land, upon payment of the office fees, 10 dollars.

The title to lands shall remain in the Crown until the issue of the patent therefor, and such lands shall not be liable to be taken in execution before the issue of the patent.

If a settler voluntarily relinquishes his claim, or has been absent from the land entered by him for more than six months in any one year, then the right to such land shall be forfeited.

A patent may be obtained by any person before three years, on payment of price at the date of entry, and making proof of settlement and cultivation for not less than twelve months from date of entry.

All assignments and transfers of homestead rights before the issue of the patent shall be null and void, but shall be deemed evidence of abandonment of the right.

These provisions apply only to homesteads, and not to lands set apart as timber lands, or to those possessing water powers, or to those on which coal or minerals, at the time of entry, are known to exist.

GRAZING LANDS.

Unoccupied Dominion lands, outside the railroad belts, may be leased to neighbouring settlers for grazing purposes; but such lease shall contain a condition

making such land liable for settlement or for sale at any time during the term of such lease, without compensation, save by a proportionate deduction of rent, and a further condition by which, on a notice of two years, the Minister of the Interior may cancel the lease at any time during the term.

HAY LANDS.

Unoccupied Dominion lands, situate as above, will be leased to neighbouring settlers for the purpose of cutting hay thereon, but not to the hindrance of the sale and settlement thereof.

MINERAL AND COAL LANDS

Are excepted from the operation of the Homestead Act, and are dealt with under regulations for their disposal, to be made from time to time by the Governor-in-Council.

TIMBER LANDS.

Provisions are made in the Act for disposing of the timber lands so as to benefit the greatest possible number of settlers, and to prevent any petty monopoly. In the subdivision of townships, consisting partly of prairie and partly of timber land, such of the sections as contain islands, belts, or other tracts of timber, may be sold in wood lots of a suitable size, so as to afford a wood lot to each quarter section prairie farm in such township.

Any homestead claimant who, previous to the issue of the patent, shall sell any of the timber on his claim, or on the wood lot appertaining to his claim, to saw-mill proprietors, or to any other than settlers for their

own private use, shall be guilty of a trespass, and may be prosecuted therefor, and shall forfeit his claim absolutely.

The word *timber* includes all lumber, and all products of timber, including firewood or bark.

The right of cutting merchantable timber shall be put up at a bonus per square mile, varying according to the situation and value of the limit, and sold to the highest bidder by competition, either by tender or by public auction.

The purchaser shall receive a lease for twenty-one years, granting the right of cutting timber on the land, with the following conditions:

To erect a saw-mill or mills in connection with such limit or lease, of a capacity to cut at the rate of 1,000 feet broad measure in twenty-four hours, for every two and a half square miles of limits in the lease, or to establish such other manufactory of wooden goods, the equivalent of such mill or mills, and the lessee to work the limit within two years from the date thereof, and during each succeeding year of the term;

To take from every tree he cuts down all the timber fit for use, and manufacture the same into sawn lumber or some other saleable product;

To prevent all unnecessary destruction of growing timber on the part of his men, and to prevent the origin and spread of fires;

To make monthly returns to Government of the quantity sold or disposed of—of all sawn lumber, timber, cordwood, bark, &c., and the price and value thereof;

To pay, in addition to the bonus, an annual ground rent of 2 dols. per square mile, and, further, a royalty of 5 per cent. on his monthly account;

To keep correct books, and submit the same for the inspection of the collector of dues, whenever required.

The lease shall be subject to forfeiture for infraction of any of the conditons to which it is subject, or for any fraudulent return.

The lessee who faithfully carries out these conditions shall have the refusal of the same limits if not required for settlement, for a further term not exceeding twenty-one years, on payment of the same amount of bonus per square mile as was paid originally, and on such lessee agreeing to such conditions, and to pay such other rates as may be determined on for such second term.

The standard measure used in the surveys of the Dominion is the English measure of length.

Dues to the Crown are to bear interest, and to be a lien on timber, cut on limits. Such timber may be seized and sold in payment.

Any person cutting timber without authority on any Dominion lands, shall, in addition to the loss of his labour and disbursements, forfeit a sum not exceeding three dollars for each tree he is proved to have cut down. Timber seized, as forfeited, shall be deemed to be condemned in default of owner claiming it within one month.

FORM OF APPLICATION FOR A HOMESTEAD RIGHT.

I, _____ of _____ do hereby apply to be entered, under the provisions of the *Act respecting the Public Lands of the Dominion* for quarter sections numbers, _____ and forming part of section number _____ of the Township of _____, containing _____ acres, for the purpose of securing a homestead right in respect thereof.

AFFIDAVIT IN SUPPORT OF CLAIM FOR HOMESTEAD RIGHT.

I, A.B., do solemnly swear (or affirm, as the case may be), that I am over eighteen years of age ; that I have

not previously obtained a homestead under the provisions of the "*Dominion Lands Act*"; that the land in question belongs to the class open for homestead entry; that there is no person residing or having improvements thereon; and that my application is made for my exclusive use and benefit, and with the intention to reside upon and cultivate the said land—So help me God.

On making this affidavit and filing it with the Local Agent, and on payment to him of an office fee of ten dollars, he shall be permitted to enter the land specified in the application.

FOREST TREE CULTURE.*

66. Any person, male or female, being a subject of Her Majesty by birth or naturalization, and having attained the age of eighteen years, shall be entitled to be entered for one legal sub-division, not in any case, however, exceeding one hundred and sixty acres, of appropriated Dominion lands as a claim for forest tree planting.

67. Application for such entry shall be made in Form F in the schedule hereto, and the person so applying shall make an affidavit before the local agent, according to Form G in the schedule hereto, and shall pay, at the time of applying, an office fee of ten dollars, in case such legal sub-division is one of one hundred and sixty acres, or of five dollars, in case such legal sub-division is one of eighty acres, or of two and a-half dollars, in case such legal sub-division is one of forty acres, for which fee he or she shall receive a receipt and also a certificate of entry, and shall thereupon be entitled to enter into possession of the land.

* These provisions only apply outside of the Railway Belts described in the Regulations. *Vide* map and pages inside front cover.

68. No patent shall issue for the land so entered until the expiration of eight years from the date of entering into possession thereof, and any assignment of such land shall be null and void unless permission to make the same shall have been previously obtained from the Minister of the Interior.

69. At the expiration of eight years or at any time within five years after the expiration of the said term, as hereinafter provided, the person who obtained the entry, or, if not living, his or her legal representative or assigns, shall receive a patent for the land so entered on proof to the satisfaction of the local agent as follows :

(1.) That five acres of the land so entered, in case the same consists of a legal sub-division of one hundred and sixty acres, shall be broken or ploughed the first year after entry, and an equal quantity during the second year after entry ;

(2.) That the five acres of the land entered, which have been broken or ploughed during the first year shall be cultivated to crop during the second year, and the five acres broken or ploughed during the second year shall be cultivated to crop during the third year ;

(3.) That the five acres broken or ploughed during the first year, and cultivated to crop during the second year as above provided, shall be planted in trees, tree-seeds or cuttings during the third year, and the five acres broken or ploughed during the second year, and cultivated to crop during the third year as above provided, shall be planted in trees, tree seeds or cuttings during the fourth year ;

Provided that in cases where the land entered consists of a legal sub-division less than one hundred and sixty acres, then the respective acres requiring to be broken or ploughed, cultivated in crop and planted, under this sub-section and the two sub-sections next preceding, shall be proportionately less in extent :

Provided also, that the Minister of the Interior, in his discretion, and on his being satisfied that any trees, tree-seeds, or cuttings, may have been destroyed from any cause not within the control of the person holding the tree-claim, may grant an extension of time for carrying out the provisions of the three sub-sections next preceding:

Provided also, that at the expiration of the said term of eight years, or at any time within five years after the person obtaining such tree-claim, on proving to the satisfaction of the Minister of the Interior that he or she has planted not less than two thousand seven hundred trees on each acre of the portion broken or ploughed and cultivated to crop as hereinbefore provided, and that at the time of applying for a patent for the tree-claim, there are then growing thereon at least six hundred and seventy-five living and thrifty trees to each acre, the claimant shall receive a patent for the legal sub-division entered.

70. If at any time the claimant fails to do the breaking up or planting or either, as required by this Act, or any part thereof, or fails to cultivate, protect and keep in good condition, such timber, then and upon such event the land entered shall be liable to forfeiture in the discretion of the Minister of the Interior, and may be dealt with in the same manner as homesteads which may have been cancelled for non-compliance with the law as set forth in sub-section sixteen of section thirty-three of this Act.

71. Provided, that no person who may have obtained pre-emption entry of a quarter-section of land in addition to his homestead entry, under the provisions of sub-section one of section thirty-four of this Act, shall have the right to enter a third quarter-section as a tree planting claim; but such person, if resident upon his homestead, may have the option of changing the pre-

emption entry of the quarter section, or of a less quantity of such quarter section, for one under the foregoing provisions, and one fulfilling the preliminary conditions as to affidavit and fee, may receive a certificate for such quarter section, or for such quantity thereof as may have been embraced in the application; and thereupon the land included in such change of entry shall become subject in all respects to the provisions of this Act relating to tree-planting.

72. Any person who may have been entered for a tree-planting claim under the foregoing provisions, and whose right may not have been forfeited for non-compliance with the conditions thereof, shall have the same rights of possession, and to eject trespassers from the land entered by him, as are given to persons on homesteads under sub-section seventeen of section thirty-four of this Act, and the title to land entered for a tree planting claim shall remain in the Government until the issue of a patent therefor, and such land shall not be liable to be taken in execution before the issue of the patent.

73. Persons who may have been entered under the provisions of the Act, thirty-nine Victoria, chapter nineteen, for land as a claim for tree-planting, may, if they choose to do so, avail themselves of the provisions of this Act in that behalf.

LAND SCRIP AND RESERVES.*

There are three kinds of scrip :—

1. The certificates issued to soldiers for military services performed to the Dominion—in other words, military bounty land warrants.
2. Similar certificates are issued by the authority of

* Evidence of Col. Dennis before Committee of House of Commons, on Emigration.

law for services rendered to the Government in the North-West Mounted Police.

These two certificates, if located by the owner, may only be entered in quarter sections of land, 160 acres intact.

A number of these warrants, however, may be acquired by any individual, and may be used to pay for land in the same way as cash.

Both military and police warrants may be purchased, and are assignable, and whoever holds them for the time being, under a proper form of assignment, can exercise full ownership over them, either in locating or paying for land; but the first assignment from the soldier or policeman, as the case may be, must be endorsed on the back of the warrant.

No affidavit is necessary where the assignment is endorsed, but the execution of the assignment must be witnessed either by a Commissioner for taking affidavits, or by a justice of the peace.

Any subsequent assignment may be upon a separate paper, but must be regularly attested before a Commissioner, and accompany the warrant in its transmission to the Land Office.

3. The third kind of scrip is that issued to the half-breed heads of families, and to old settlers in the Province, under recent Acts.

A claim against the Government for lands may, by law, be commuted by an issue of scrip which would be in form similar to that issued to the half-breed heads of families and old settlers before mentioned.

This scrip is a personalty, and there is no assignment thereof necessary to transfer the ownership. The bearer for the time being is held to be the owner, and we accept it in the Dominion Lands Office, in payment for Dominion lands, the same as cash.*

* By the Railway Regulations scrip will not be received for lands within railway belts. See map and pages inside front cover.

The Surveyor-General stated further. in answer to a question, that land scrip cannot be used in payment of the half-breeds' claims; and explained that the land set apart for half-breeds, under the Manitoba Act., was an absolute grant to the children. The extent to which lands belonging to minors will be tied up will depend greatly upon whether steps be taken to appoint trustees who would be able to make sales, or upon such other measure as the Government might see fit to adopt, with the view of bringing these lands into the market.

The only other Reserves in the Province are those of the Mennonites, which are rapidly filling up. There is still a very considerable extent of excellent land in the Province now available for settlement, but it can easily be understood the people who have been going into the Province for the last four or five years have selected the most favourable locations, and, consequently, the most of the good land in those localities has been taken up. The lands remaining, although generally desirable, are not so conveniently situated.

The Province of Manitoba contains nearly nine millions of acres.

The Mennonite townships contain about 500,000 acres.

The Hudson's Bay Company's one-twentieth contains about 430,000 acres.

There are granted for school purposes two whole sections, or 1,280 acres, being sections 11 and 29 in each township, which are by law, dedicated throughout the whole North-West for educational purposes, and the grant amounts, in Manitoba, to 400,000 acres.*

In Manitoba the greatest quantity of land available for settlement is in the west and south-west.

The extent of railway located and built in the Province is about 158 miles; the main line of the Canada

* Sections 8 and 26 (Hudson's Bay lands) and 11 and 29 (school lands) are specially excluded from settlement.

Pacific Railway about 77 miles, and the Pembina Branch about 81 miles.

Road allowances are laid out on the ground in the townships in Manitoba, which correspond to concessions and side roads in Ontario and Quebec. Each section or square mile there is surrounded by an avenue of 99 feet, or a chain and a half, in width, resulting in a magnificent dedication to the public for highways.

Q. Are any of the lands fronting on the main river in Manitoba available for settlement?—None, with the exception of lands on the Assiniboine river, above Prairie Portage. As a rule, the lands on the Red river and Assiniboine river were laid out and settled upon, previous to the transfer, in narrow frontages, running back two miles, called the "Settlement Belt," and the township lands available for sale and settlement lie outside of this Belt. There are many unoccupied lots in the Settlement Belt, but people are not allowed to enter them, as they are considered to possess a special value. The intention is, shortly, to offer the unoccupied lots belonging to the Government in the Settlement Belt, at public auction, at an upset price, with conditions of actual settlement upon the land.

ROUTES, FARES AND TRANSPORT OF EMIGRANTS.

The cost of conveyance from any part of Canada to Manitoba is exceedingly moderate, and the steamers from Great Britain are now so numerous, that the transport of a family from any part of the United Kingdom or from Canada to the great wheat growing and cattle raising districts in the North-West, cannot fairly be considered as a difficulty when the advantages offered are considered.

A continuous line of railway now exists from Quebec, Montreal, Toronto, and indeed from almost every town throughout the Dominion, to Winnipeg. An alternative route is offered by railway to Sarnia or Collingwood, and thence by first-class steamers to Duluth, at the head of Lake Superior, where direct railway communication exists with Winnipeg.

This lake route is already exceedingly popular with those moving westward from Ontario, from Michigan and other northern States. It will be greatly improved as soon as the railway, now under construction from Thunder Bay on Lake Superior to Winnipeg, is completed, and the cost and time of conveyance will also be materially lessened.

At present the cost of carriage for each person is as follows:—

By rail all the way, from Montreal through Chicago :

1st Class 59 dols. 25 cents.

Emigrant 29 dols.

From Montreal to Sarnia or Collingwood, and thence by the Lakes *via* Duluth :

1st Class..... 52 dols.

Emigrant..... 24 dols.

Cattle, goods, and agricultural implements are taken at reasonable charges by either route.

From Toronto or Hamilton *via* the Lakes and Duluth, to Winnipeg:—

1st Class..... 40 dols. 50 cents.

2nd or Emigrant Class 20 dols.

From Collingwood, Owen Sound, Sarnia, Goderich, Kincardine, Southampton, or Windsor, to Winnipeg:—

1st Class 38 dols.

2nd or Emigrant Class 18 dols.

Weight of Emigrant's baggage allowed, 150 lbs.

Emigrant's effects by the car load are charged as follows:—

From Brockville to Fisher's Landing, one car, 200 dollars; at this rate a span of horses would cost about 35 dols.; or one horse and a cow about 17 dols. 50 cents each. They might be driven from Fisher's Landing to Winnipeg.

From Toronto or Hamilton to Winnipeg, one car, 260 dols.

From Sarnia, Windsor, Goderich, Kincardine and Southampton, to Winnipeg, one car 245 dols.

Special arrangements have been made by the Grand Trunk Company for emigrants going to Winnipeg in parties. To obtain the benefit of such arrangements special application should be made in the case of each party. This may be done either directly to the head offices of the Company in London, 21 Old Broad Street, E.C., to the Company's general offices in Canada, Jacques Cartier Square, Montreal, to any of the various branch offices in the Dominion, or through any of the Dominion Government Immigration Agents.

Special rates will be granted over the Intercolonial and Grand Trunk Railways to emigrants for Manitoba or parts of the North-West on the order of any of the Dominion Agents, at the rate of 1d. a mile to Toronto, where the special rates above quoted to Winnipeg begin. Through tickets for Winnipeg (St. Boniface) may be obtained in England of the railway or steamship companies or their agents, at rates ranging from £23 to £28, 1st Class, and £10 to £15 for intermediate and steerage.

EMIGRATION TO MANITOBA AND THE NORTH-WEST TERRITORY.

NOTICE.

EMIGRANTS MAY OBTAIN INFORMATION RESPECTING MANITOBA, AND THE ROUTES, AND RATES OF PASSAGE THITHER, FROM DOMINION GOVERNMENT, DEPARTMENT OF AGRICULTURE, AT OTTAWA.

GOVERNMENT IMMIGRATION AGENTS IN CANADA.

These Officers will afford the fullest advice and protection. They should be immediately applied to on arrival. All complaints should be addressed to them. They will also furnish information as to lands open for settlement in their respective Provinces and Districts, Farms for Sale, demand for Employment, rates of wages, routes of travel, distances, expenses of conveyance; and will receive and forward letters and remittances for Settlers, etc., etc.

ADDRESSES :

Halifax N.S.—Edwin Clay, M.D.

St. John, N.B.—Jno. Livingstone, acting.

Quebec.—L. Stafford, Old Custom House, and Grand Trunk Station, Point Levi, where he is always in attendance on the arrival of the mail steamers, passenger vessels and on the departure of all immigrant trains.

Montreal.—John J. Daly.

Sherbrooke.—Henry Hubbard.

Ottawa.—W. J. Wills, St. Lawrence and Ottawa Railway Station.

Kingston.—R. Macpherson, William Street.

Toronto.—John A. Donaldson, Immigrant Depôt, Strachan Ave.

Hamilton.—John Smith, Great Western Railway wharf (opposite station).

London, Ontario.—A. G. Smythe.

Winnipeg, Manitoba.—W. Hespeler.

Dufferin, Manitoba.—J. E. Tétu.

Duluth, Lake Superior.—W. B. Graham, during season of navigation.

DOMINION GOVERNMENT IMMIGRATION AGENTS IN GREAT BRITAIN AND EUROPE.

ADDRESSES :

London.—Sir Alexander Tilloch Galt, K.C.G., High Commissioner ; Hon. W. Annand, Agent, 31 Queen Victoria Street, London, E. C.

Liverpool.—John Dyke, 15 Water Street.

Belfast.—Chas Foy, 29 Victoria place.

Hamburg.—J. E. Klotz (Klotz Brothers).

Bristol.—J. W. Down, Bath Bridge.

Carlisle.—Thos. Graham, 20 Cheswick Street.

LANDS NOW AVAILABLE FOR SETTLEMENT IN MANITOBA, KEEWATIN, AND NORTH-WEST TERRITORY.

The Secretary of the Department of Agriculture having, at the request of the Minister of Agriculture, made an inquiry of the Surveyor-General, respecting the lands now actually available in the Province of Manitoba, Keewatin, and North-West Territory, for the purpose of information of the numerous emigrants who are now proceeding to the North-West, the following letter was written to explain the facts ;

DEPARTMENT OF THE INTERIOR,

Surveyor's General's Office,

OTTAWA, 6th April, 1878.

SIR,—With regard to your inquiries as to the lands open for general settlement outside of townships especially reserved for colonization or for half-breeds, I beg to remark that a very large area of desirable lands is open for entry in the several portions of the Province, described as follows:

1. The lands on each side of the Canadian Pacific Railway line through the Province not reserved for half-breeds are open for settlement upon the conditions set forth in the Order in Council enclosed.

2. There are a number of townships available to the east and north-east of Emerson.

3. Between the Mennonite Reserve west of the Red River, and the half-breed Reserve to the north, and in the townships within and to the west and south-west of what is known as the Pembina Mountain Settlement.

4. In the vicinity of Palestine and the Beautiful Plain.

5. A very extensive district containing valuable lands for settlement is found in the little Saskatchewan and Riding Mountain country, being in the Territories from ten to forty miles west of the westerly limits of the Province.

6. The land fronting on the north side of the Rainy River in Keewatin, is of excellent quality, and presents an extensive field for settlement.

It is a wooded country, however, and therefore requires a greater expenditure of labour to bring a given area under cultivation.

In reply to your inquiry as to the position of people

who may settle upon unsurveyed lands, I beg to say that in all such cases persons so settling must take their chances of being found on land which may prove to belong to the Hudson's Bay Company, part of the one-twentieth reserved to the said Company by the Deed of Surrender.

In the regular township surveys, section 8 and 26 represent this one-twentieth, but in the river belts the Company's proportion will probably be determined by lot.

The Dominion Lands Act provides that when the township surveys may embrace settlements previously formed (on land open at the time for general settlement), such settlers will be confirmed in their several holdings as homesteads, up to the extent of one hundred and sixty acres, in legal sub-divisions, including their improvements.

Settlers on land within the limits of the Railway Reserve having taken up the same after the date of the 9th November, 1877, will require to pay for the lands in accordance with the provisions of the Order in Council of that date.

Those persons who may be found settled upon the borders of navigable rivers, such as the north and south branch of the Saskatchewan, outside of the Railway Reserve, will be confirmed in possession of the lands on which they may have settled, provided they conform to such conditions as the Government may have made in respect of the manner in which title for such lands may be acquired.

I have the honour, &c.,

J. S. DENNIS, *Surveyor-General.*

JOHN LOWE, Esq., *Secretary,*
Department of Agriculture
and Immigration, Ottawa.

LIST OF CITIES, TOWNSHIPS, VILLAGES,
SETTLEMENTS, &c.,
IN THE PROVINCE OF
MANITOBA AND THE N.-W. TERRITORIES.

*(Compiled from the latest authentic sources, and
officially revised.)**

ALEXANDRA.—Township 2, Range vi, west. A well settled township, south-west of Pembina mountain, having a post office, general store, &c.

ARGYLE.—Township 14, Range ii, west. The greater part of the township is half-breed reserve, and the balance only partly settled. The nearest post office is Woodlands.

BATTLEFORD, N.-W. T.—Is the Capital of the North-West Territory, and is well situated on the south bank of Battle river, about two hundred feet above its waters, almost at the confluence of that river with the Saskatchewan, which is navigable to this point, and on which the Hudson Bay Company has steamers running. Government House is a fine edifice, and with the offices of the Stipendiary Magistrate and Registrar forms an imposing range of buildings. Battleford is the headquarters of the main force of the Mounted Police, is connected with the outer world by telegraph, and boasts of the only newspaper at present published in the North-West Territories, the *Saskatchewan Herald*, a very spicy little sheet. There are three churches, Catholic, Protestant and Presbyterian, and a school; and a population of about four hundred,



Thunder Cape, entrance to Thunder Bay, Lake Superior.



besides the Police. Battleford is already a place of some commercial importance, and promises to become the leading city of the North-West, should the Canadian Pacific Railway be finally located so as to pass through it.

BAIE ST. PAUL.—On the Assiniboine, about thirty miles from Winnipeg, is a very flourishing settlement with a population of over 1,000. The parish was established in 1832, by the Rev. George A. Belcomet, and a Roman Catholic church built, which was succeeded four years ago by a very large and handsome structure. The town has several schools, hotels, post-office, stores, &c., and the registry office for Marquette East.

BELMONT.—Township 4, Range vi. west, a thriving settlement with about 100 population, situated south-west of Boyne, which is the nearest post-office.

BERLIN.—Township 14, Range iv. west, population about 100, nearest post-office, Ossowo.

BERGFELD.—A Mennonite village in Section 7, Township 5, Range v. east.

BERGTHAL.—A Mennonite village in Section 24, Township 7, Range v. east.

BOYNE.—Township 6, Range iv. and v. west, a very flourishing settlement, first settled in 1872, has a post-office, store, and is growing very rapidly.

BLUMERFELD.—A Mennonite village in Section 21, Township 6, Range v. east.

BLUMENGARDT.—A Mennonite village in Section 35 Township 7, Range v. east.

BLUMENHOF.—A Mennonite village in Section 35, Township 7, Range vi. east.

BLUMENORT.—A Mennonite village in Section 35, Township 7, Range vi. east. Has a steam saw and grist mill. Customs House is being built this fall.

BLUMSTEIN.—A Mennonite village in Section 17, Township 6, Range v. east.

BRANT.—Township 14, Range i. east, a new settlement rapidly filling up; nearest post-office, Rockwood.

BURNSIDE.—Township 12, Range viii. west, between Lake Manitoba and Assiniboine river. Has a post-office, semi-weekly mail, and a population of about 309.

CALEDONIA.—Township 9, Range vii. east. A fine settlement, situated north-east of the parish of Ste. Anne des Chenes, which is the nearest post-office.

CHARTITZ.—A Mennonite village in Section 10, Township 7, Range v. east.

CLEAR SPRING.—A settlement in Township 7, Range vii. east, comprises about one-fourth of the township, the remainder being part of the Mennonite Reserves.

CLANDEBOYE.—Township 14, Range iv. east, has about 50 population, and a post-office.

COOK'S CREEK.—Township 12, Range vi. east, situated north-east of Sunnyside. Is well settled, and has a post-office.

DERBY.—Township 13, Range x. west, population about 100. Nearest post-office, Westbourne.

DUCK LAKE, N.-W. T.—This settlement is about 12 miles south-east of Carlton House, 510 miles west of Winnipeg, and is fast becoming a considerable commercial centre. Messrs. Stobart, Eden & Co., the well-known and wealthy outfitters of Winnipeg, have a large store here, and there is a Catholic church and school, the latter in charge of the Grey Nuns.

DUNDAS.—Township 16, Range ii. east, population about 50; nearest post-office, Greenwood.

DUFFERIN.—Township 1, Range ii. east, comprising 1, R. H. east, and the settlements on the river, except West Lynne. Has a Presbyterian church, several stores, hotel, post-office, &c., and is quite a flourishing settlement.

DYNEVOR, formerly St. Peter's, one of the old settled parishes; has a post-office, Protestant church, school, and several stores.

EBENFELD.—A Mennonite village in Section 5, Township 6, Range vi. east.

EDMONTON, N.W.T.—A Hudson Bay post on the North Saskatchewan, 880 miles west of Winnipeg, has a population of about 200, including English half-breeds and Hudson Bay Company's officials. Steamers ascend the river to this point. It is a post of the North-West Mounted Police, and has an hotel, a grist mill owned by the Hudson's Bay Company, a post-office, and three churches, Catholic, Protestant and Methodist. Coal is found near the village, but that further up the river on the right bank is considered to be of superior quality. A large saw and grist mill, with a shingle and lath attachment was to have been erected this summer. The distance between Winnipeg and Edmonton forms three divisions, viz., to Fort Ellice on the Assiniboine, 215 miles; Fort Ellice to Fort Carlton, 309 miles; Fort Carlton to Edmonton, 360 miles. The price, of produce (at Edmonton) are as follows:—Wheat, \$2 per bushel; barley, \$1; oats, three cents per bushel; onions, \$4; etc., which goes to show that the demand is largely in excess of the supply.

EMERSON, situated on the east side of the Red river, at the boundary line, is a well laid out town, with a population of about 1,500, which is rapidly increasing, and the town promises to be one of the most important in the Province. It is the Dominion terminus of the Pembina Branch of the Canada Pacific Railway, and connection is made, *via* St. Vincent, with the St. Paul and Pacific Railway. It is also the proposed terminus of the projected Emerson and Turtle Mountain Railway. Emerson is one of the most enterprising places in the North-West, has two weekly papers, the *Western Journal* and the *International*, and will, probably, shortly have a daily. It is a port of entry for Manitoba, and is fast becoming an

important business centre, having a large number of good stores, several hotels, &c., and will shortly have a branch bank. Has a post-office with daily mail, and there is a branch of the Dominion Lands Office here. There are several churches and schools of the Episcopal, Presbyterian and Methodist Episcopal denominations. The town will be incorporated as a city shortly, and the corporation will immediately bridge the river at this point.

FORT CARLETON, N.-W. T.—Is a Hudson's Bay Company post on the North Saskatchewan, 524 miles west of Winnipeg. There is a post-office here, a good store, and a church. The population of the district is over one thousand.

FORT PITT, N.-W. T.—A Hudson Bay post, 687 miles west of Winnipeg; is the headquarters of the Catholic mission to the Crees; there is a good church, and an excellent school where the Indian children are taught to read and write their own language.

FORT SASKATCHEWAN, N.-W. T.—This is a French-Canadian settlement 886 miles west of Winnipeg; it numbers about one hundred and fifty souls; and has two stores, a Catholic church, and a post-office. Soil is fertile and the coal found in the neighbourhood is even better than that found at Edmonton.

FORT VERMILLION, N. W. T.—A Hudson Bay post on the Peace River, over 600 miles north of Winnipeg. Cereals grow here to great perfection. In the garden of the offices of the Fort last year, 18 bushels of wheat were taken from half an acre, and there were excellent crops of barley, potatoes, turnips, beets, onions, carrots, parsnips and cabbage. Many of the potatoes weighed over 2lbs.

FRANKLIN.—Township 2, Range iii. east, on the east side of Red River, is a partially settled township, having about 100 population.

FRIEDRICHSTHAL, a Mennonite village in section 5, Township 6, Range v. east.

GLADSTONE.—Township 14, Range xi. west, at the crossing of White Mud River. It was formerly called Palestine. Population about 500. The township is well laid out, and the place growing rapidly; has a Protestant church and school; grist and saw mills, hotels, stores, post office, &c., and promises to become one of the most important towns in the province.

GRASSMERE.—Township 3, Range i. east, is a well settled township, with a population of about 200. The nearest post office is Rockwood.

GREENWOOD.—Township 15, Range ii. east, is a flourishing settlement north of Rockwood; has a post office, store, &c., and a population of about 400.

GRINFELD, A Mennonite village in Section 32, Township 6, Range v. east.

GRINTHAL, a Mennonite village in Section 32, Township 5, Range v. east.

GROSWEIDE, a Mennonite village, in Section 1, Township 7, Range iv. east.

GUADENFELD, a Mennonite village in Section 19, Township 5, Range v. east.

HEADINGLY, one of the most flourishing settlements on the Assiniboine, 13 miles from Winnipeg, with a population of over 1,000; has a Protestant and a Presbyterian Church, and several good schools, with a good hotel, several stores and a post office. Mr. W. B. Hall, of the "Hermitage" has several fine farms for sale.

HIGH BLUFF, situated on the Assiniboine River, about 50 miles from Winnipeg; is an old settlement, with a population of about 500; there is a post office, several mills, stores, &c., a Protestant church and a Presbyterian church.

HOCHFELD, a Mennonite village in Section 30, Township 7, Range vi. east.

HOCHSTADT, a Mennonite village in Section 3, Township 6, Range v. east.

Hudson.—Township 1, Range cxi. east, situated east of Emerson, is a small settlement on the boundary line.

KRONSTHAL, a Mennonite village in Section 40, Township 7, Range iv. east.

KILDONAN.—On the west bank of the Red River, five miles from Winnipeg, is the oldest English parish in the Province, having been settled by the Earl of Selkirk's colonists, in 1814, and named after their old parish in Scotland. Population about 500. The town is a flourishing one, has a post office, several churches, stores, literary and other societies, and an excellent school. The municipality of the parishes of Kildonan and St. John was organized in 1876.

LETELLIER.—Township 2, Range i. east, a well-settled township, situated west of Rivière aux Marais, near Red River, is chiefly occupied by French Canadians who have returned from the United States under the direction of the Manitoba Colonization Society. Has a Roman Catholic church and a post office.

LIVINGSTON.—Township 14, Range xii. west, on the west of Gladstone, from which it receives its mail; population about 100.

MELLWOOD.—Township 3, Range cxi. east, a partially settled township north of Rivière au Rosseau.

MEADON LEA.—Township 13, Range ii. west, a well settled township north of Baie St. Paul and west of Grassmere. The nearest post office is Woodlands.

MELBOURNE.—Township 14, Range v. west; population about 200; nearest post office, Poplar Point.

MENNONITE SETTLEMENTS, Pembina Mountain.—The first settlement of Mennonites in the Pembina Mountain Reserve, took place in July, 1870, when about 300 families arrived. At the present time there are thirty-four villages, with populations of from 70 to 200 each, mak-

ing a total of about seven hundred families, or over four thousand souls. The only church in the reserve is on their land, and there is no post office, the mail being taken from Emerson. There is a school in every village, and also a grocer, blacksmith, shoemaker, carpenter, and saddler. There are several saw and grist mills; and the people, who are nearly all farmers, are well supplied with farm stock and implements. There are settlements also at Rat River and Scratching River.

MILLS.—Township 2, Range viii. west, a new township, partly settled. Alexandra is the nearest post office.

MILLBROOK.—Township 10, Range vi. east. Population about 100. Is north-east of Prairie Grove, which is the nearest post office.

MORRIS.—A thriving town on the Red River at the mouth of Scratching River, 24 miles north of the boundary, and 36 from Winnipeg; the town plot was laid out in 1877, and there is now a population of nearly 500; there are four churches, Methodist, Methodist Episcopal, Presbyterian and Church of England, and a school. The last named church is in charge of Rev. Mr. Gardner, formerly of Newfoundland, and more recently of St. John's, N.B. Morris boasts a good hotel, a grist and saw mill, two brickyards, two large grain warehouses, and several stores. It is the centre of a fine agricultural country, which is being rapidly settled, and promises at no distant date to become a large town. A wise provision against the town site falling into the hands of speculators has been made by requiring each purchaser to build a house or store within a given time, or forfeit his payment on the property.

NELSONVILLE.—Township 3, Range vii. west, is situated in the heart of Pembina Mountain district in South Western Manitoba, *Silver Creek* runs through the town.

NIVERVILLE.—The town of Niverville, situated on the Pembina branch of the Canada Pacific Railway, 20

miles south of the City of Winnipeg, and 40 miles north of the town of Emerson, is to the east supported by the flourishing Mennonite Reserve in which 360 families reside. These settlers all pursue farming, and had, in the year 1878, 9,416 acres of land under cultivation, which that year produced 196,090 bushels of grain. Adjoining this settlement to the east, are thriving settlements of Clear Springs and Pointe de Chène, with an aggregate area of 3,600 acres of land under cultivation. To the west, Niverville borders on the fine lands in the Half-Breed Reserve, and those in the Red River Belt, which have all now come into market. Niverville is also the nearest railway point to Red River, between Emerson and St. Boniface, also the nearest railway outlet to that flourishing Canadian settlement west of Red River. Niverville had its first building started in the month of April, 1879—and within three months after had one general store, one hotel, two dwelling houses and a large grain elevator, with a capacity of 30,000 bushels, erected.

NOTRE DAME DE LORETTE.—This parish is situated on the River Seine, between the parishes of St. Boniface and Ste. Anne des Chènes, and was first settled in 1860. It has a Roman Catholic church, two schools, and several stores. The post office is Lorette.

OAKLAND.—Township 13, Range vii. west, second township north of Portage la Prairie; population about 200; has a hotel, general store, and post office.

OSTERWICK.—a Mennonite village in Section 25, Township 7, Range iv. east.

OSSOWA.—Township 13, Range iv. west, north of Baie St. Paul and Poplar Point; was reserved for German settlers by the German Society, Montreal, but they failing to send in settlers, the township was re-opened for settlement, and has filled up rapidly. Mr. W. Wagner, C.E., has a fine farm in this township. There is a post office, stores, &c.

OTTERBURN is an improving place, situate in St. Agathe reserve on Rat River, at the crossing of the Canadian Pacific (Pembina branch) Railway. It contains three stores. The old wooden bridge at this point has just been replaced by an iron structure.

PARRY.—Township 2, Range i. east. A partially settled township which originally formed part of the Manitoba Colonization Society's Reserve, but was abandoned.

PIGEON LAKE.—Sec St. Francois Xavier.

PLYMTON.—Township 10, Range v. east. Population about 200. Is south of Sunnyside and north-east of Prairie Grove, which is the nearest post office.

POSTWALL.—a Mennonite village in Section 9, Township 7, Range iv. east.

POPLAR HEIGHTS.—Township 13, Range 111 west, north of Baie St. Paul; a fine township, but suffering from a large portion of the land being held by speculators. Nearest post office, Baie St. Paul.

POPLAR POINT.—On the Assiniboine, at the junction of the Portage and Lake Manitoba roads, about 45 miles from Winnipeg; is a flourishing settlement with about 400 population. It has a post office, hotel, stores, &c.

PORTAGE LA PRAIRIE.—The county town of Marquette west, situate on the Assiniboine river, is the most important place in Western Manitoba, and is fast becoming a large and flourishing town. It is the seat of the County Court and Registry Office for Marquette west, and is connected with Winnipeg, distant 60 miles by stage. Population about 1,200. It has three churches, Protestant, Presbyterian and Wesleyan Methodist, several hotels, stores, mills, &c.; mail daily.

POINT DE CHENE.—A village in the parish of Ste. Anne des Chênes, is quite a thriving place, having a Roman Catholic Church, two common schools; a post office, store, hotel, and two grist mills.

RAPID CITY—140 miles west of Winnipeg at or near the point where the C. P. R. will cross the Little Saskatchewan, promises to rise to some importance. There are excellent water privileges on the river, and all the lumber needed can be floated down the stream and cut at the rapids. The country for many miles around is of the best possible soil, and as there are few good mill streams within fifty miles, a large proportion of the grain must go to this point to be ground. Besides all these advantages, it possesses one of the most eligible sites in the North-West. The C. P. Railway will reach within 30 miles of this place in 1881. The *Rapid City Enterprise* newspaper, is issued weekly. Settlements are rapidly forming in the vicinity of Rapid City.

REINFELD.—a Mennonite village in Section 30, Township 6, Range v. east. Has a large grist mill, and the only church in the Mennonite reserve at Pembina mountain.

RIDGEWAY.—Township 15, range i. east. Population about 100. Greenwood is the nearest post office.

RIVER SALE.—Township 8, Range i. east and west, is the third township south of Headingly, and is only partly settled; population about 100; nearest post office, Headingly.

RIVIERE AUX GRATIAS.—A thriving settlement on Red River above the Parish of St. Agathe, of which Morris is the town.

RIVIERE AUX MARAIS, township 2, Range xi. east.—Is a small township included in the Manitoba Colonization Society's Reserve, and is all taken up by returned French Canadians from the United States.

ROSENHOF.—A Mennonite village in the Scratching river settlement, four miles from Morris.

ROSENFELD.—A Mennonite village in Section 20, Township 6, Range v. east.

ROSENGAIT.—A Mennonite village in Section 13, Township 6, Range v. east.

ROSENTHAL.—A Mennonite village in Section 12, Township 7, Range v. east.

ROSENORT.—A Mennonite village in the Scratching river settlement, six miles from Morris. Has a flour mill.

ROCKWOOD.—Township 13, Range ii. east; situated twelve miles north of Winnipeg, in one of the most flourishing townships in the Province, having a population of about 500, and being well supplied with churches, schools, hotels, stores, &c.

SCHONAN.—A Mennonite village in Section 19, Township 6, Range v. east.

SCHONBERG.—A Mennonite village in Section 1, Township 6, Range v. east.

SCHONFELD.—A Mennonite village in Section 23, Township 6, Range v. east.

SCHONSEE.—A Mennonite village in Section 34, Township 5, Range v. east.

SCONTHAL.—A Mennonite village in Section 21, Township 7, Range v. east.

SCHONWIESE.—A Mennonite village in Section 9, Township 7, Range v. east.

SCHONWIESE.—A Mennonite village in Section 27, Township 6, Range v. east.

SELKIRK.—A flourishing town 24 miles from Winnipeg, one of the many present termini of the Canadian Pacific Railway, promises to become the future rival of Winnipeg. It has some fine buildings, is well laid out, and boasts some excellent hotels and stores, as well as a weekly newspaper, the *Interocean*. Two lines of steamers run daily to Winnipeg during season of navigation; and the completion of the Pembina branch to this point, and extension of the main line of the Canada Pacific eastward to Rat Portage, must make Selkirk an important business centre.

SHOAL LAKE, N. W. T.—Is a new town just surveyed at the mouth of the lake of that name, fronting on Oak River, which runs between Shoal Lake and Pioneer Lake. The owners are wealthy men who will spare no efforts for its advancement. A store, a grist-mill, a temperance hotel, and a church, will be built during this season. The surrounding district "has an excellent soil," portions of which have been settled from Ontario. Therefore Shoal Lake presents good openings for provision dealers, grocers, dry goods men, boarding-house keepers, a saw-miller, blacksmiths, shoemakers, and last though not least, a missionary, or settled minister of the gospel.

SPRINGFIELD.—Township 11, Range iv. east, was first settled in 1872, and was erected a municipality in 1873 in conjunction with Sunnyside, the adjoining township; population about 500. Has a post office, store, &c.

STONEWALL.—A thriving settlement twenty miles west of Selkirk, and six north-west of the Provincial Penitentiary, was settled in the fall of 1877, and already possesses an hotel, a school, a Methodist and a Baptist church, a flour and grist mill, blacksmith shop and carpentry, two general stores and a post office. The surrounding country is good for either agriculture or grazing, is well supplied with water, and the settlement is growing rapidly.

STEINBACH.—A Mennonite village in Section 35, Township 6, Range vi. east.

STEINREICH.—A Mennonite village in Section 15, Township 6, Range v. east.

SUNNYSIDE.—Township 11, Range v. east, a flourishing township, with about 500 population. Was erected with Springfield, the municipality of the united township of Springfield and Sunnyside, in 1873, this being the first municipal organization in the Province. Springfield is the nearest post office.

ST. AGATHE.—A village in the parish of the same name. Has a Roman Catholic church and school house, and post office with daily mail.

ST. AGATHE.—The first and largest of the river parishes, contains the town of Emerson, villages of St. Agathe, St. Agathe half-breed reserve, West Lynne, &c., and has a population of over 2,000.

STE. ANNE DES CHENES.—A parish on the River Seine, was founded in 1862, by Rev. Father Lefloch, O. M. I., and has a population of about 500.

ST. ALBERT, N. W. T.—A Roman Catholic mission station on the high road, nine miles west of Edmonton, N. W. T., and 890 miles from Winnipeg. It has a population of over 700, nearly all French and half-breeds. The land in the vicinity is excellent, and over 25,000 bushels of wheat was threshed out this year. There is a handsome church; a fine palace for Bishop Grandin; a public school; a convent in charge of the Grey Nuns, and a grist and saw mill. St. Albert boasts a bridge over the Sturgeon River, which is said to be firmly built.

ST. ANDREW'S parish, sixteen miles north of Winnipeg, is one of the early Scotch settlements, and has a population of about 1,500. It is well supplied with stores, shops, mills, hotels, &c., and is the seat of the registry office and county court of the county of Lisgar. There are four post offices in the parish.

ST. BONIFACE.—A large and flourishing town at the confluence of the Red and Assiniboine river opposite the city of Winnipeg, has a population of about 1,500, and is rapidly growing in importance. The parish was founded in 1818 by the Rev. J. N. Provencher, who was sent from Quebec, at the request of the Earl of Selkirk, to establish a mission at Red River. The first chapel was built in 1819, and a large stone cathedral in 1833. This was destroyed by fire in 1860, and the

present edifice erected in 1862, by his Grace Archbishop Taché. St. Boniface is the Metropolitan See of the Roman Catholic Ecclesiastical Province of St. Boniface, and has a college, a ladies' boarding school, a large hospital, and an orphan asylum, the three last being under the Sisters of Charity. The town is well laid out with straight, wide streets, and contains some handsome buildings, several mills, good hotels, stores, &c. It is the present northern terminus of the Pembina branch of the Canada Pacific Railway, and is connected with Winnipeg by ferry. The connection will, however, shortly be by a bridge over the Red River, across which the railway will run to connect with the continuation of the Pacific Railway west of Winnipeg. St. Boniface boasts the first organ that was ever used in the North-West, a fine instrument, which was presented to the Cathedral in 1875. *Le Métis*, the organ of the French population in Manitoba, is printed here.

ST. CLEMENTS' parish, twenty-two miles from Winnipeg, is one of the early Scotch settlements, and has a population of about 1,000; it is well supplied with churches, school, stores, mills, post office.

ST. CHARLES.—A parish on the Assiniboine, nine miles from Winnipeg; was founded in 1854 by Rev. Father Lefléche, now Bishop of Three Rivers; has a population of about 600, a Roman Catholic church, schools, and a post office.

ST. FRANÇOIS XAVIER.—A parish on the Assiniboine, about 25 miles from Winnipeg, containing a population of about 2,000. The parish was established in 1824, by Rev. Father Boucher, and has a fine Catholic church, several good schools, and the convent of St. François Xavier. There are a number of hotels and stores, and two post offices, one in the western portion of the parish, known as Pigeon Lake, the other in the east, known as St. François Xavier. This place is com-

monly called "White Horse Plain," and is the seat of the county court for Marquette East.

St. GEORGE (Oak Point).—A parish in the Township of Belcourt, Electoral Division No. 1, about sixty miles from Winnipeg. Population about one hundred. Has a general store and post office, named Oak Point.

St. JAMES' Parish, on the Assiniboine, three miles from Winnipeg, is one of the finest localities in the Province, and several Winnipeg merchants have fine residences here; population about 700. The parish was established in 1857 by the Rev. W. H. Taylor, and has a fine Protestant church, a school, post-office, and several stores, a grist and saw mill, and a brewery.

St. JEAN BAPTISTE.—An extensive settlement on Red River, has a Roman Catholic church, and a post-office.

St. JOHN's parish is situated on the north limits of the City of Winnipeg, and was established in 1820 by the Rev. J. West, Chaplain to the Hudson's Bay Company, who caused a school-house to be erected here, and commenced educating a few children, the building being also used as a church. The school commenced by Mr. West nearly sixty years ago has gradually grown into the present St. John's College, with the St. John's College School, and St. John's College ladies' school in connection with it. The college school has accommodation for sixty, and the ladies' school, though unfinished, a very handsome and commodious edifice, for thirty pupils. St. John's Cathedral is a fine building, and is the see of the Metropolitan of Rupert's Land, the Right Rev. Bishop Machray.

St. LAURENT.—A small parish in Electoral Division No. 1, situated in Simonet Township on Lake Manitoba, about fifty miles from Winnipeg, was established by Rev. Father Gascon, O.M.I., in 1858. Population about four hundred. It has a large Roman Catholic church, a good general post-office and a school.

ST. NORBERT.—Parish established in 1856 by Rev. Father Lestang, O.M.I.; has two Roman Catholic churches, a girl's school, under direction of the Sisters of Charity, and several common schools.

ST. NORBERT Village, at the mouth of River Salle, on the west side of Red River, is the seat of the County Court and Registry office for the County of Provencher, and quite a thriving place, having a steam, grist and saw mill, shops, post-office, &c.

ST. PAUL'S parish, on the Red River, north of Kil-donan, was settled about the same time as the latter by the Earl of Selkirk colonists; it has now a population of about 600, several good stores, a post-office at Middlechurch, and a Protestant church. Distance from Winnipeg, eight miles.

ST. PIERRE.—Townships 5 and 6, Range iv. east, a large settlement on Rat River.

ST. VIDAL.—Parish on the Red River, south of St. Boniface, was established in 1860. Has a Roman Catholic church, and a school under the direction of the Sisters of Charity. Has a post-office, and population of about 300.

TANNEAN.—A Mennonite village in Section 4, Township 7, Range v. east.

TOTOGAN.—Township 14, Range ix. west, on west of Lake Manitoba; population about 100. The township is laid out, and a number of buildings being erected; has a post office and general store.

TWO LITTLE POINTS.—A settlement on Red River, north of St. Jean Baptiste.

VICTORIA.—Township 14, Range ii. east, is a large and prosperous settlement, having a post office, hotel and store.

VICTORIA, N.-W. T., is a Methodist Mission on the Saskatchewan, about 800 miles west of Winnipeg. It has a population of about 100, and boasts a fine church

and a good school. The land is very fertile, and there is plenty of good wood and water.

WEST LYNNE, on the west side of Red River, adjacent to the boundary line, was formerly known as Pembina Post, and was the outport of Customs for the province; but since the completion of the Pembina Branch of the C. P. R. to Emerson, on the opposite bank of Red River, West Lynne has declined in importance. The location, however, is a fine one, and a large and thriving town, may, in course of time, spring up. There is a Hudson Bay Post here, and lots are offered at reasonable prices, on condition of building upon them within six or eight months. A number of warehouses are already projected for the spring, and the Hudson Bay Co. intend to add to their buildings. The river will be bridged here shortly.

WESTBOURNE.—In Township 13, Range ix. west, is a thriving settlement on the White Mud River, with a population of about 300; it has a post office, hotel, blacksmith shop, and general store, and is the station of the Dominion Land Agent for the Westbourne district; there is a Protestant church and a school.

WHITE HORSE PLAINS.—See St. Francois Xavier.

WHITEWOLD.—Township 17, Range iv. east, a new settlement being rapidly filled up.

WOODSIDE.—Township 14, Range x. west, situated at the second crossing of the White Mud River; population about 100; post office, with semi-weekly mail.

WOODLANDS.—Township 14, Range ii. west, a fine township, well settled; population about 400. Has a post office and general store.

WINNIPEG, the capital of Manitoba, and the commercial, industrial, and political centre of the North-West, is a city whose rapid growth furnishes one of the most substantial proofs of the increasing development of Manitoba and the North-West generally. It is bounded on the north by Limit Street; on the east

by Red River ; south by the Assiniboine ; and west by Boundary and McPhillips Streets. When the territory was transferred from the Hudson's Bay Company to the Dominion Government, in 1870, the population of Winnipeg was less than 500, it had but one street, there were no extensive buildings, except those of the Hudson's Bay Company, and its trade was next to nothing ; to-day it is a well-laid out, handsome city, with good wide streets lined with brick and stone buildings, which would do no discredit to any city in Canada or the United States. It has a population of 10,000, while its trade, always brisk, has so increased as to compare favourably with any town thrice its size in the Dominion. A movement is now on foot to plant the side-walks of the principal avenues and streets with shade trees, which will greatly add to its appearance. Sixteen acres have been reserved for public parks. Situated at the confluence of the Red and Assiniboine rivers, the site early attracted the attention of the Hudson's Bay Company as a favourable one for the establishment of a trading post for their transactions with the Indians, and accordingly they built Fort Garry, around which in course of time Winnipeg has grown up, in the last seven years, from a mere hamlet to the proportions of a fine city. It embraces an area of nearly 3,000 acres, or about three miles square. It was incorporated in 1873, and divided into four wards, in each of which there is a school. There are three branch banks here, viz., "Montreal," "Ontario," and "Merchants," as well as a branch of the Government Savings Bank, and Post Office Savings Bank. The city has numerous hotels, the latest and best being the *Queen's*. A new one, the *Pacific*, is now in course of erection. The city is well supplied with churches, there being no less than forty-eight church edifices, belonging to the Catholic, Episcopalian, Presbyterian, Methodist, Baptist, and other denominations ; while the higher order of

education is amply provided by the Manitoba College, under the auspices of the Presbyterian Church; St. Boniface College, under the auspices of the Roman Catholic Church, and St. John's College, under the auspices of the Church of England; the Wesleyan Institute, St. Mary's Academy, and the Common Schools. There is also a Young Men's Christian Association. The city boasts of an excellent fire brigade and two steam fire engines; and it is expected that it will shortly be lighted with gas, and possess water-works, the present supply being derived from tanks and wells. Winnipeg also possesses one of the finest driving parks in the North-West. There are a number of National Societies: Orange, Odd Fellow and Masonic Lodges; an Historical Society with a large and increasing membership; an Agricultural and Industrial Association; a Rifle Association; and an excellent Club, the "Manitoba." The Winnipeg General Hospital is a small but well-conducted charity in the north-west quarter of the city. The press is represented by the *Times*, morning daily, and the *Free Press*, afternoon daily; weekly editions of these papers are also issued, replete with news from all parts of the country. The *Times* is published from its new quarters, Owen Street, near Post Office (Temperance Hall), and the *Free Press* from its own printing works on Main St. The determination of the Dominion Government to continue the main line of the Canada Pacific Railway along the fourth base line westward from Winnipeg, the bridging of the Red River at Winnipeg, together with the building of the Southern Colonization or South-Western Railway from Winnipeg to Rock Lake, and the valuable Pembina Mountain Districts, cannot fail to give an immense impetus to the growth of the city; and we may fairly expect that in the course of a few years the Winnipeg of the future will as far surpass that of the present, as the Winnipeg of the present does that of the past.

TO THE SPORTSMAN

It is sufficient to say that the Great Canadian North-West is his paradise. For variety of game, large and small, the immense prairies and forests, rivers and lakes, offer wonderful attractions. In the far North-West buffalo may be found, and buffalo hunting is the perfection of sport, combining danger, excitement, and novelty. The country abounds with game of the following kinds:—

In the feathered tribe—Prairie Chickens, Pheasants, Partridges, Pigeons, Ducks, Swans, Cranes, Geese, Snipe, Plover, &c., &c.

In the larger game we may mention—Moose, Deer, Antelope, Bear, Wolves, Foxes, Mink, Martin, Otter, Muskrat, Beaver, Skunk, and large numbers of Rabbits are to be found in the woods.

The lakes and rivers are filled with fish of the following kinds:—White-fish, Pickerel, Pike, Catfish, Sturgeon, Rock Bass, Black Bass, Perch, Suckers (Red and White), Sun-fish, Gold Eye, Carp, and in some parts, Trout and Maskilonge.

The white-fish of Lakes Winnipeg and Manitoba is particularly worthy of mention, as being equal in quality to that found in Lake Superior.

In the woods there are swarms of wild bees to be found, the honey from which is of a very fine quality, and there is no doubt that apiculture can be carried on with great success in Manitoba. The dry air and clear skies, together with the rich flora of the country, afford every facility for remunerative bee culture. A very fine sample of honey was shown by a Mr. Robinson, from the Roseau river valley, at the Provincial Show of 1876.

LIST OF POST OFFICES
IN
MANITOBA AND N.-W. TERRITORIES.

OFFICE.	COUNTY OR DISTRICT.	OFFICE.	COUNTY OR DISTRICT.
Alexandria.....	Marquette	Lorne.....	Marquette
Archibald.....	Marquette	Lower Fort Garry...	Lisgar
Arnaud.....	Provencher	Meadowlea.....	Marquette
Asiniboine.....	Marquette	Miami.....	Marquette
Bale St. Paul.....	Marquette	Middle Church.....	Lisgar
Balmoral.....	Lisgar	Millbrook.....	Selkirk
Battleford.....	N.-W. T.	Minnewashta.....	Marquette
Bensonfield.....	Marquette	Mountain City.....	Marquette
Bird's Hill.....	Lisgar	Newhaven.....	Marquette
Birtle.....	N.-W. T.	Nelsonville.....	Marquette
Blake.....	N.-W. T.	Niverville.....	Provencher
Blythefield.....	Marquette	Oakland.....	Marquette
Bridgecreek.....	N.-W. T.	Oakpoint.....	Marquette
Burnside.....	Marquette	Oak River.....	N.-W. T.
Calf Mountain.....	Marquette	Oswowa.....	Marquette
Campbellville.....	Marquette	Otterburne.....	Provencher
Carleton.....	N.-W. T.	Park's Creek.....	Lisgar
Clandeboyne.....	Lisgar	Pegin's.....	Lisgar
Clear Springs.....	Provencher	Pembina Crossing.....	Marquette
Cook's Creek.....	Lisgar	Pigeon Lake.....	Marquette
Cross Lake.....	Dis. Keewatin	Pine Falls.....	Dis. Keewatin
Crystal City.....	Marquette	Plympton.....	Selkirk
Dundee.....	Lisgar	Pomeroy.....	Marquette
Dynevor.....	Lisgar	Poplar Heights.....	Marquette
Eden.....	N.-W. T.	Poplar Point.....	Marquette
Emerson.....	Provencher	Portage la Prairie...	Marquette
Fort Edmonton.....	N.-W. T.	Prairie Grove.....	Selkirk
Fort Ellice.....	N.-W. T.	Preston.....	Marquette
Fort Frances.....	Dis. Keewatin	Prince Albert.....	N.-W. T.
Fort Saskatchewan...	N.-W. T.	Prospect.....	Marquette
Foxton.....	Lisgar	Rapid City.....	N.-W. T.
Grinti.....	Dis. Keewatin	Rat Portage.....	Keewatin
Gladstone.....	Marquette	Rat River.....	Provencher
Golden Stream.....	Marquette	Richmond.....	N.-W. T.
Grandin.....	N.-W. T.	Ridgeville.....	Provencher
Grand Valley.....	N.-W. T.	Rockwood.....	Lisgar
Greenwood.....	Lisgar	Rousseau Crossing...	Provencher
Green Ridge.....	Provencher	St. Agatha.....	Provencher
Hall's Ford.....	N.-W. T.	St. Andrew's.....	Lisgar
Hazeldene.....	N.-W. T.	St. Ann's.....	Provencher
Headingley.....	Selkirk	St. Boniface.....	Selkirk
High Bluff.....	Marquette	St. Charles.....	Selkirk
Hoomavick.....	Dis. Keewatin	St. Francis Xavier...	Marquette
Kildonan.....	Selkirk	St. James.....	Selkirk
Keewatin.....	Dis. Keewatin	St. Jean Baptiste...	Provencher
Lakeside.....	Marquette	St. Laurent.....	Marquette
Loretto.....	Selkirk	St. Leon.....	Marquette

OFFICE.	COUNTY OR DISTRICT.	OFFICE.	COUNTY OR DISTRICT.
St. Norbert	Provencher	Stonewall	Lisgar
St. Pio	Provencher	Sunnyside	Lisgar
St. Vital	Provencher	Thornhill	Marquette
Salisbury	N.-W. T.	Totogon	Marquette
Salterville	Marquette	Touchwood Hill	N.-W. T.
Saskirk	Lisgar	Victoria	Lisgar
Scratching River	Provencher	Wellington	Marquette
Shoal Lake	N.-W. T.	Westbourne	Marquette
Silver Spring	Marquette	West Lynne	Provencher
Springfield	Lisgar	Winnipeg (Head Office)	Saskirk
Stobart	N.-W. T.	Woodlands	Marquette
Stoddartville	Marquette	Woodside	Marquette

FRENCH POPULATION IN THE PROVINCE OF MANITOBA.

		HF. BREED	CANADIAN.
Bale St. Paul	Parish of	500	200
Sto. Agatha	"	500	200
St. Boniface, East	"	400	1000
St. Boniface, West	"	500	100
Sto. Auno	" (Pointe-de-Chêne)	400	400
St. Laurent	"	200	
St. George	"	200	
St. François Xavier	"	1000	500
St. Charles	"	500	100
St. James	"	100	50
St. Norbert	"	1000	500
St. Vital	"	700	100
St. Pio	"	200	600
St. Jean Baptiste	"	300	800
St. Pierre	Not River, Twp. 5 & 6, Range 5, east	700	500
St. Léon	Township 5, Ranges 8 & 9, west		350
Headly	Parish of	200	
Lorette	"	600	400
Dufferin	Settlement	200	400
Ho-de-Chêne	Township 8, Range 4, east	200	50
Letellier	Township 2, Range 1, east		500
Tuché	Township 3, Range 1, east		400
DeLorimier	Township 7, Range 7, east		200
Rivière Sale	Township 11, Range 3, west	500	
Belcourt	Township 17, Ranges 3 & 4, west	200	
Simonet	Township 10, Ranges 3 & 4, west	200	
Emerson	Town of		100
Morris and Rivière-aux-Gratias }		100	200
Caledonia	Township 9, Range 7, east		100
	Township 5, Range 7, west		100
	Township 7, Range 5, west	200	
	Township 9, Range 2, west	100	
Winnipeg	City of	50	200
		10,450	8,050

GREAT NORTHERN WHEAT ZONE.

FACTS AND AUTHORITIES ADDUCED BY MR. J. W. TAYLOR
IN SUPPORT OF HIS STATEMENT THAT THREE-FOURTHS
OF THE WHEAT BELT OF THE CONTINENT LIES NORTH
OF THE INTERNATIONAL BOUNDARY—THE CLIMATE OF
THE PEACE RIVER AND SASKATCHEWAN VALLEYS—
ARGUMENT FOR A ST. PAUL, MINNEAPOLIS & ATHA-
BASKA RAILWAY.

To the Editor of the "LANDS OF PLENTY."

SIR,—A comparative statement of temperatures at St. Paul, Winnipeg and Battleford, for the first months of the current year, including April, having been published by me and noticed in the *Pioneer Press, St. Paul*, I assume that your readers will be interested in a similar statement for the year ending July 31, 1879, to which I have added the monthly observations at Toronto.

These positions are as follows :

	N. Lat.	W. Lon.
Toronto.....	43.39	79.23
St. Paul.....	44.52	93.05
Winnipeg.....	49.50	96.20
Battleford.....	52.30	109.00

It will be convenient to refer to latitudes as Toronto, 44°; St. Paul, 45°; Winnipeg, 50°; Battleford, 53°. The place last named is situated on the Saskatchewan river, at the junction of the Battle river, and is the capital of the North-west Territory of Canada, as the vast district west of Manitoba (longitude 99°) to the Rocky mountains is now known geographically and politically. Battleford is the residence of the Canadian Lieutenant-Governor Laird, and has its newspaper, *Saskatchewan Herald*. I will further

premise that Sergeant Price of the Canadian mounted police at Battleford, Mr. James Stewart of the Canadian signal service at Winnipeg, Sergeant Cone of the United States signal corps at St. Paul, and Mr. G. C. Rainboth, Dominion civil engineer of Quebec, have kindly furnished the materials of the following

TABLE OF MEAN TEMPERATURES.

	Toronto.	St. Paul.	Win- nipeg.	Battle- ford.
August	66.38	72.00	67.34	67.79
September	58.18	60.06	52.18	47.10
October	45.84	46.03	35.84	34.52
November	36.06	38.03	30.66	28.66
December	25.78	19.03	11.97	6.48
January	22.80	16.03	-6.10	0.45
February	22.74	15.02	-12.32	-10.25
March	28.93	33.01	14.14	16.80
April	40.72	50.04	39.10	46.70
May	51.74	58.07	53.13	53.35
June	61.85	67.09	63.20	60.45
July	67.49	73.05	68.19	63.95
Yearly means	44.04	45.62	34.76	34.82

A statement of mean temperature during the agricultural season, from April to August inclusive, exhibits the following proportions: Toronto, $57^{\circ} 65'$; St. Paul, $65^{\circ} 5'$; Winnipeg, $58^{\circ} 19'$; Battleford, $58^{\circ} 53'$. Thus it will be seen that the climate, in its relation to agriculture, is warmer in Manitoba and over territory seven hundred miles north-west, than in the most central districts of Ontario; while St. Paul, in latitude 45° is $7^{\circ} 40'$ warmer than the vicinity of Toronto in latitude 44° .*

I hope soon to be in possession of similar statistics at Fort McMurray on the Athabaska river, and Fort Vermillion on Peace river, respectively 1,000 and 1,200 miles due north-west of Winnipeg, and I have full confi-

* The italics are our own— Editor "Lands of Plenty."

dence that the climate at these points will not be materially different from Battleford. The altitude of the Athabaska and Peace river districts is less and the trend of the Pacific winds through the Rocky mountains is more marked than at Battleford. It was on the banks of Peace river, well up in latitude 60 degrees, that Sir Alexander MacKenzie records on the 10th of May the grass so well grown that buffalo, attended by their young, were cropping the uplands.

But I find my best illustration that the climate is not materially different west of Lake Athabaska, in latitude 60°, than we experience west of Lake Superior in latitude 47°, in some personal observations of the north-western extension of wheat cultivation. In 1871, Mr. J. S. Archibald, the well-known proprietor of the Dundas mills in southern Minnesota, visited Manitoba. He remarked that the spring wheat in his vicinity was deteriorating—softening, and he sought a change of seed, to restore its flinty texture. He timed his visit to Winnipeg with the harvest and found the quality of grain he desired, but the yield astonished him. "Look," said he, with a head of wheat in his hand. "*We have had an excellent harvest in Minnesota, but I never saw more than two well-formed grains in each group or cluster, forming a row, but here the rate is three grains in each cluster. That's the difference between twenty and thirty bushels per acre.* More recently, Prof. Macoun, botanist of the Canadian Pacific Railway survey, has shown me two heads of wheat, one from Prince Albert, a settlement near the forks of the Saskatchewan, latitude 53°, longitude 106°, and another from Fort Vermillion on Peace river, latitude 59°, longitude 119°, and from each cluster of the two I separated five well formed grains, with a corresponding length of the head. *Here was the perfection of the wheat*

plant, attained according to the well-shown physical law; near the most northern limit of its successful growth.

Permit another illustration on the testimony of Prof. Macoun. When at a Hudson Bay post of the region in question—either Fort McMurray, in latitude 57° , or Fort Vermillion, in latitude 59° , and about the longitude of Great Salt Lake, an employé of the post invited him to inspect a strange plant in his garden, grown from a few seeds never before seen in that locality. He found cucumber vines planted in May in the open ground, and with fruit ripened on the 20th of August.

I leave to others to question the accuracy of Blodget's statement in his well-known Treatise upon the Climatology of North America twenty years ago, viz: "A line drawn from Thunder Bay, in Lake Superior, north-west to the Mackenzie river, at the 60th parallel, and from that point south-west to the Pacific coast at the 55th, would include an immense district adapted to wheat, with only the local exceptions of mountains and worthless soils." I do not regard Prof. Blodget's estimate as extravagant, and I quite concur in the following confirmatory opinion of the *Pioneer Press*, published in July last, and which I beg leave also to quote:

"The line of equal mean temperatures, especially for the season of vegetation between March and October, instead of following lines of latitude, bends from the Mississippi valley far to the north, carrying the zone of wheat from Minnesota away to the sixteenth parallel in the valley of the Peace river, and reproducing the summer heats of New Jersey and southern Pennsylvania in Minnesota and Dakota, and those of northern Pennsylvania and Ohio in the valley of the Saskatchewan. * * Within the isothermal lines that

inclose the wheat zone west and north-west of Minnesota, which is being, or is soon to be, opened to cultivation, lies a vast area of fertile lands from which might easily be cut out a dozen new States of the size of New York."

Will the editor of The *Pioneer Press* pardon me if, partially inspired by such a warm presage, I ventured, at a recent banquet in Winnipeg to Messrs. Reade and Pell, to claim for North-west British America, a territory as large as four States of the size of Pennsylvania, which is specially adapted to the production of wheat, and where, consequently, it will take the leading rank as the great agricultural staple? In this view, I assigned Ohio, Indiana, Illinois, Iowa and even southern Minnesota to the zone specially adapted to corn, as the more southern States constitute a cotton zone; and observing the imperative natural restrictions in the Mississippi valley upon the successful production of wheat, I hazarded the statement that three-fourths of the wheat producing belt of North America would be north of the international boundary. This arithmetical division has since been questioned by the *Pioneer Press*.

I will venture to illustrate the climatic influences which control the problem under consideration, by some citations from "Minnesota: Its Place Among the States, by J. A. Wheelock, Commissioner of Statistics," which, though published in 1860, is all the more an authority for the confirmation of twenty years. The general law of limitation to the profitable cultivation of wheat is thus luminously stated:

"The wheat-producing district of the United States is confined to about ten degrees of latitude and six degrees of longitude, terminating on the west at the 98th parallel. But the zone of its profitable culture occupies a comparative narrow belt along the cool borders of the district defined for inland positions by the mean tem-

perature of fifty-five degrees on the north and seventy-one degrees on the south, for the two months of July and August. This definition excludes all the country lying south of latitude forty degrees, except western Virginia, and north of that it excludes the southern districts of Pennsylvania, Ohio, Indiana, Illinois and Iowa, while it includes the northern parts of these states, Canada, New York, Western Virginia, Michigan, Wisconsin, Minnesota, and the Red river and Saskatchewan valleys. In general terms, it may be stated that *the belt of maximum wheat production lies immediately north of the districts where the maximum of Indian corn is attained.*"

The argument for North-west British America, as well as for the State of Minnesota, cannot be more accurately epitomized than by the following summary of Commissioner Wheelock:

"1. That physical and economical causes restrict the limits of wheat culture to the seats of its maximum production, in less than one-third of the States of the Union, within a climatic belt having an estimated gross area of only 260,000 square miles, from which nine-tenths of the American supply of bread, and a large and constantly increasing amount of foreign food, must be drawn.


"2. That, within this zone the same climate and other causes tend to concentrate the growth of wheat in the upper belt of the north-western States, always preferring the best wheat districts.

"3. That Minnesota and the country north-west of it is the best of these wheat districts, having the largest average, yield the most certain crops and the best and healthiest strains."

It should not be overlooked, that the mission of the Imperial commissioners, Reade and Pell, to this continent, was to ascertain the probabilities and incidents of the food supply, especially bread-stuffs, for the

demands of the United Kingdom : and from this standpoint the *Winnipeg Free Press* suggests a negative definition of the wheat zone, and proposes to exclude every province or State whose aggregate product is less than the demand of the resident population. Such a limitation would exclude the New England and southern States, the Maritime Provinces and Quebec, New York, New Jersey, and Pennsylvania—perhaps Michigan ; would transfer Ohio, Indiana, Illinois, Iowa and Nebraska to the corn belt, and would leave Wisconsin, Minnesota, and Dakota (certainly north of the 44th parallel) as the area of the United States, east of the Rocky Mountains, from which there would be a reliable certainty of a surplus above local consumption. Of course, considerable districts of California and Oregon must be included, but it is doubtful whether their product for export will exceed the shipments from the Province of Ontario.

Will the great interior of the continent contribute to our exportation of wheat and its flour ? I refer to the territorial organizations of Montana, Idaho, Wyoming, Colorado, Utah and Nevada. Let us take the most favoured of all, Montana. Grand as are its resources, I am constrained to believe that only one thirtieth of its surface is within reach of the unavoidable condition of irrigation, and *that the mountains with their mineral wealth and the uplands as grazing grounds for cattle and sheep will be the chief theatres of industrial activity.* After careful inquiry in 1868, as United States Commissioner of mining statistics, I committed myself to the following statement ; " The area of the territory (Montana) is 146,689 35-100 square miles, equal to 93, 881,184 acres—nearly the same as California, three times the area of New York, two and a half that of New England, and yet no greater proportion is claimed by local authorities as susceptible of cultivation than



one acre in thirty, or a total of 3,346,400 acres. Of course a far greater surface will afford sustenance to domestic animals. *The limit to agriculture, in Montana, as in Colorado and New Mexico, is the possibility of irrigation.* In a recent report of the National Geological commission, I observe that Maj. J. W. Powell estimates the amount of land in Utah (with 84,476 square miles) that can be redeemed by the utilization of streams, but without the construction of reservoirs, at about 1,250,000 acres. How far east this necessity of irrigation exists, I am not competent to determine. It was formerly fixed at longitude 98 degrees by Prof. Henry, of the Smithsonian Institute. West of Minnesota is probably more accurate. Upon the limited areas available for agriculture, the crops are very remarkable, but their volume, of course commanding the highest prices, will be absorbed by miners and herdsmen in addition to the demands of towns and cities. In this connection I should not omit to add that the localities of central Canada on the line 1,600 miles north-west from St. Paul—Battleford, Prince Albert, Fort McMurray, Fort Vermillion, including the better known Fort Edmonton, are all west of longitude 105 degrees, and are in direct range with Denver City, Great salt Lake, and even Virginia City, yet, at none of these more northern positions is there any necessity of irrigation. *It is the crowing feature of the "fertile belt" which broadens with reduced altitudes and constant air currents from the Pacific coast, that the immense trapezoid whose apex is bounded on the Mackenzie, has a sufficient quantity of summer rains for all the purposes of agriculture as organized in the Atlantic and Mississippi States.*

I have no pride of opinion as to the accuracy of an impromptu estimate of proportions north or south of

* The italics are our own.—Editor "*Lands of Plenty*."

the boundary. I would cheerfully waive it, confessing to an arithmetical inaccuracy, if assured of a general acceptance of the opinion with which the article of the *Pioneer Press* concludes, namely, that "in the Hudson Bay territory, outside of the old provinces, 200,000,000 acres are adapted to wheat raising." That admission is more than enough to justify a railroad policy, which will push, within ten years, the locomotive from Winnipeg fully 1,200 miles beyond its present bourn on Red river. It may occur to railway managers at no distant period, to change once more the name of the trunk line of the Red river valley, and even if there is no restoration of the "St. Paul & Pacific," to substitute that of the "St. Paul, Minneapolis & Athabaska railway."

J. W. TAYLOR.

THE CLIMATE OF MANITOBA.

ITS BEARINGS UPON SETTLEMENT AND AGRICULTURE.

A correspondent of the *Canadian Spectator* gives a somewhat detailed account of the climate of North-Western Canada. As this is a very important subject to intending immigrants, and as the writer's treatment of it is tolerably full and accurate, we give it in full :

"And first, for a few general facts gleaned from the records of the Observatory at St. John's College, which is the principal Meteorological Station of the Dominion Government for Manitoba and the North-West.

Duration of Winter.—In 1875 we find that the river froze over on November the 6th, and that the first sleighing was on November the 18th. In 1876 the

river froze across on November 14th, and the first sleighing was on the 13th of November. In 1877 the river froze across on November the 28th, and there was no sleighing that winter at all. In 1878 the river froze across on November the 28th, and the first sleighing was on November the 27th. In 1879 the river froze over on November the 2nd, and the first sleighing was on November the 28th.

In further illustration of the period when winter really commences in Manitoba, it may be interesting to take three days, say the 11th, 12th, and 13th of November, and give the thermometer readings for those three days during a period of five years :—

	1875.	
	MAX.	MIN.
11th.....	39.0	10.9
12th.....	22.0	3.4
13th.....	25.0	11.9

	1876.	
	MAX.	MIN.
11th.....	35.5	14.5
12th.....	18.0	6.7
13th.....	10.0	3.5

	1877.	
	MAX.	MIN.
11th.....	45.5	25.0
12th.....	46.6	26.0
13th.....	44.0	27.5

	1878.	
	MAX.	MIN.
11th.....	46.7	27.8
12th.....	41.4	24.5
13th.....	35.1	20.1

	1879.	
	MAX.	MIN.
11th.....	44.9	31.0
12th.....	36.9	32.0
13th.....	35.9	23.0

From these facts it may be fully concluded that the

winter does not fairly commence till the latter part of November, although previous to that time there are frequently days when the cold is felt very keenly. When once the winter sets in, it continues with more or less severity till about the middle of March, when signs of breaking up begin to show themselves, resulting in the final disappearance of snow about the beginning of April, and the melting of the ice in the river about the middle or end of the same month. During the winter months the cold is certainly sometimes very severe, the thermometer reaching 40° and 45° below zero. In fact, during the recent 'cold spell' the thermometer at St. John's College recorded a minimum temperature of 35.5° below zero. *This, however, is entirely exceptional*, being the greatest degree of cold ever known in this country even in the retentive memory of the well-known 'oldest inhabitant.' We generally have a little cold weather in the end of September and the beginning of October, and then Indian summer, during which the air is heavy with the odour of manifold prairie fires and the days soft and balmy. This lasts till the middle or sometimes even the end of November, at which time winter sets in.

Before closing this article on the Manitoba climate I should like to make a few remarks upon the special bearing which our climate has upon our future as a cereal producing country.

In an able and intensely interesting lecture lately delivered in Winnipeg by Professor Macoun of Belleville under the auspices of the Manitoba Historical and Scientific Society, it was stated by the lecturer that in his opinion Manitoba owed fully as much of its powers as a wheat-growing country to its climate as it did to its marvellously productive soil. Let us seek to verify this statement by a close scrutiny of the actual facts of our climate. Our snow-fall is not more than half that

of any other Province in the Dominion, excepting, of course, British Columbia. This brings it to pass that early in April the ground is clear of snow and a foot or so thawed out and therefore ready for the commencement of spring sowing. In May and June come heavy rains. These have the very beneficial effect of keeping back the growth of the straw and therefore causes the roots to grow strong and vigorous. Then in the latter end of June and in July comes great heat, causing the stem, already furnished with a very vigorous root, to grow with astonishing rapidity. There is another item, however, which must not be omitted from our calculations, and it is this :—Owing to the severe cold of winter and the small amount of snow upon the ground, the frost penetrates to a very great depth, so that it does not come out of the ground entirely, until quite late in the summer. Thus while the surface to a depth of three or four feet is quite dry, there is a continual moisture at the roots of the grain from constant oozing out of the frost beneath. Another circumstance greatly in favour of wheat-raising is the fact, that there are nearly always dry harvests. During a residence of seven years in the North-West, I have known only one season during which harvesting operations were at all interrupted by the rain."

There is one remark, however, which I would wish to make, and it is this, that the readings of the thermometer are by no means a true index of the intensity of the cold as felt by the human body, for in this intensely dry climate a degree of cold which in England, or even in Ontario would be almost unbearable, can be borne not only without any sensation or suffering, but with positive benefit and enjoyment. This is not only my own experience, but that of every one I have ever heard expressing an opinion on the subject. It is not the extreme cold, then, that constitutes the

true terror of our North-Western climate. There is, however, one feature in our winter climate which is a source at once of great danger and extreme suffering, and that is our winter storms. The wind sweeping over many miles of treeless plains, at the rate at times of forty or even fifty miles an hour, gathers a terrible power in its unchecked course. It is indeed a truly fearful experience for any one who may happen to be caught in one of these "blizzards" in the open plain. The wind drifting the snow in his face, blinds his eyes, covers his track, confuses his horse, and chills him to the very bone. Nearly all the cases of freezing to death, which have occurred in this country (and, all told, there have not been many) have happened during one of these sudden storms. Fortunately they are not of very frequent occurrence, there being, perhaps, on an average, not over four or five during a winter. Whole months will sometimes pass during which we enjoy charming winter weather. The atmosphere clear and dry, the temperature sharp, but bracing, the bright sunshine and the crystal skies, all combine to render the very fact of existence a pleasure.

To pass on from winter to spring, I may say that during the months of May and June, and part of July, the rainfall is very heavy, rendering the travelling very unpleasant, and exceedingly difficult, by reason of the depth and peculiar stickiness of the mud. Just a word *en passant* about our Manitoba mud. It is certainly, *par excellence*, the mud of the continent. It is a kind of compromise between grease and glue, being so exceedingly slippery that it no uncommon sight to behold some of our grave Senators or city magnates "sitting down to rest" in the middle of our street crossings, and so very sticky that there is a considerable rise in real estate each time one lifts one's feet from the ground. We comfort ourselves, however, with the re-

flection that a particularly disagreeable quality of mud is the necessary corollary of a particularly rich soil. The rainy season passes off in the beginning of July in a series of exceedingly severe thunder storms, leaving the rest of the year almost entirely free from anything like continuous rain.

Our autumn weather is decidedly the pleasantest season of the year. The weather, I have said, is nearly always fine, the roads are in beautiful condition, the mosquitos, which appear in such numbers in the early summer, have all disappeared, and one can travel over the prairie almost everywhere, the swamps being nearly all dry, and therefore firm enough to allow of the passage of horses and vehicles.

CATTLE RAISING IN MANITOBA.

The following characteristic, and timely letter from an esteemed friend and correspondent, will be read with interest :—

"To the Editor of the 'LANDS OF PLENTY.'"

"SIR,—The *Globe* lately had an article on 'The Future Course of the Cattle Trade,' to which I beg to make the following remarks :—The writer is correct, that should Canada send over to England lean cattle, the farmer in England would improve his farm by the fattening process and laugh at foreign competition as regards the raising of wheat, etc. He further condemns the N. P., which prevents the importation of lean cattle to Ontario from Colorado, etc., which is a drawback to Ontario, so he says ; but I do not believe it. It must be quite immaterial to the farmer in Ontario, whose

oxen makes the manure, as long as he gets it to improve his lands.

The question now before us is where to get lean cattle, and it is easily answered by telling the writer of said article, that the Dominion of Canada has, since a few years, the finest grazing country in the world added to their realm—that is, the North-West.

There never was a country in existence yet where one part did not fill up a want of the other, as it is the case with the Dominion of Canada, and especially in the cattle trade.

At a dinner given by the citizens of Winnipeg to the Royal Commissioners, Messrs. Reid and Pell, Mr. Consul Taylor, acknowledged that for facilities of raising wheat and of grazing cattle the Province of Manitoba and the North-West stands foremost on the American continent; but for bringing forth, as Mr. Taylor calls it, the mighty porker, to the western part of the United States belongs the first prize. Don't let us envy, as Mr. Reid said, their pork, but be satisfied with the beef. A man sitting behind his desk in Ontario, accustomed to see only the old trodden road by which the Ontario dealers get their supply, has no idea what Canada has in the North-West Territories. The North-West is very different from Ontario. Here we have a splendid virgin soil at present, where manure is not of much value. The farmers here have, most of them, more land than they can cultivate for the next generation, and on the vacant and uncultivated lands grows a luxurious herbage, which is used for pasturage and for cutting hay. We have waited patiently for a communication with the outer world to forward the surplus of our stores gathered during the last seven years. For a long period of time only such crops will be grown here which will give the least trouble, *and roots for fattening cattle are for the present out of all question,*

since it gives too much trouble, and we also want large frost proof buildings to keep them, which are too costly yet. We have only very few beginners who have less than from 10 to 20 head of cattle; but we have a great many farmers who have over 40 head, of which, as soon as the Canada Pacific Railway is in working order, a large supply will find their way to Ontario. The cattle will be in good condition coming from the pasture, and go thence to Ontario to be stall-fed until in a prime condition for the English market. The money remains in Canada, and the Ontario farmer will have his exhausted farm once more in a proper order. Ontario will be the middle man between us and great Britain. I am very sorry not to be able to give correct statistics; since the office of Minister of Agriculture in Manitoba has been in the hands of men who did not understand the great object of statistics; but I am in a safe margin when I say that the County of Marquette, in which I live, has at this present moment a herd of at least 10,000 head of cattle. In our school section alone (we are only fourteen resident tax-payers out of sixty-nine) we have a total of 156 cows and 279 steers and calves—and we are only since 1873 on our places; some of us began in 1875. The incoming new settlers will want some of this surplus, so will the non-producers want some; but the first will take only cows or heifers, and the other but a small quota of the treasure grown up and in the hands of farmers without much trouble, except during the winter to drive them to the water and give them hay, or let them out to the straw stack. The original old Red river breed is nearly gone out, and replaced by grades from Minnesota and imported thorough-bred stock from Ontario. The farmer sees perfectly well the importance of feeding a good animal, but the prices asked in Ontario for inferior samples of thoroughbred bulls, together with freight, are such as to discourage any man who is not particularly laden

with hard cash. On the other hand, I believe that a pedigree does not make a good beast, and it wants a keen judge of cattle to detect the points of beauty in a young and undeveloped animal—the purchaser has to depend altogether on the honesty of the dealers—of whom not every one is a churchwarden or a deacon.

I am not well acquainted amongst the stock-breeders of Canada; but I should think if they would send out here during the autumn a lot of six months old, which could be sold in Manitoba for about from \$50 to \$60 apiece, they would find a ready sale, and the profit will be in the long run on the side of Ontario. The sooner we are able to send large steers, &c., to Ontario the more profit they will make as our middle men. An association like the Canada Grange should get hold of it and help the members of their sister societies here.

We are informed here that our neighbours have prohibited the transit of Canadian cattle by their roads to Manitoba. It would be a pity that we should wait until our C.P.R. is finished, yet I think only very few of us will not sooner suffer than to be bullied by them. They say it is a sign of a mean dog, who, after a big dog gives him a shake, turns around and goes for the first little one he can find.

W. W.

Ossowa, Man., December. 16, 1879.

ANALYSIS OF NORTH-WESTERN WATERS.

At a recent meeting of the Montreal Natural History Society, Dr. J. Baker Edwards presented a very interesting report of an analysis he had made of samples of water from the *Assiniboine and Red Rivers*. The samples were handed to Dr. Edwards by Professor

Bell last spring, but were collected by him in October, 1873, above the affluence of the two rivers, a few miles above *Fort Garry*. Therefore, although the mineral constituents are approximately determined by this analysis, it is probable that the amount of organic matter is underestimated, in consequence of the lapse of time during which these samples have been kept corked and sealed, during which some decomposition has occurred. The general character of the waters, however, is well shown by their mineral constituents, although they may have passed over a different class of rocks in their approach to this affluence; the points of difference in their character are not remarkable, and are well calculated to produce a mingled water of a more potable character than either would be separately. *The leading feature of the Assiniboine water is sulphate of magnesia*, which is not present in Red River water, but is partially replaced by iron, giving it a slight and temporary chalybeate character. It may be interesting to compare the results of this analysis with a former analysis made by Dr. Edwards of the waters of the St. Lawrence, Ottawa, and Nord rivers, and the subjoined table gives the result of all these analyses:—

	Assiniboine water.	Red River water.	St. Lawrence water.	Ottawa River water.	River Nord water.
Hardness	10.5	9.0	3.5	2.5	1.2
Organic Matter	7.71	5.28	1.20	1.80	1.80
Mineral	30.10	21.88	6.60	4.40	2.70
Total Solid per Imperial Gallon	37.80	27.16	7.80	6.20	4.50



First Year in the Prairie Province.



THE GRASSHOPPER PLAGUE.

(Copy of letter from U. S. Consul, Taylor, to Governor Pillsbury.)

April 6, 1877.

HON. J. S. PILLSBURY,
Governor of Minnesota.

SIR,—In response to your request for Manitoba experience of the Rocky Mountain locust (*Caloptenus spretus*), I have to inform you, in anticipation of all other topics, that the Saskatchewan district was entirely relieved in 1876 of adult insects: that their migration, instead of eastward as in 1872 and 1874, was nearly south, passing over Dakota and Minnesota, and falling upon Eastern Nebraska and Kansas, Southern Iowa and Missouri; and that by this diversion Manitoba especially escaped in 1876 the locust plague, and was blessed with abundant crops.*

You are aware that the Canadian Province of Manitoba is a small portion of the territory transferred by the Hudson Bay Company, in 1869-70, to the Dominion of Canada. It comprises little more than a third of the Red River valley, extending from the international boundary to Lake Winnipeg, within latitude 49° to 50° 30' and longitude 96° to 99°, or about the area of the State of Connecticut. West of longitude 100° to the vicinity of the Rocky Mountains, with an average width of 200 miles, stretches a great plain, which for eight years past has been mostly a locust breeding ground. Every alternate year since 1867 (except 1871 and 1876) swarms of locusts would come from the plains of the South Saskatchewan, descending upon the Red River Settlements, to be followed next season by greater ravages from the broods of young insects. This movement—eastward one year by flights of full grown insects, westward the next year by marches of their wingless progeny—had come to be regarded as normal, when, as a deliverance almost Providential, the Saskatchewan swarms turned the western flank of the Province of Manitoba in 1876 as previously mentioned, and fell upon the distant districts of the Lower Missouri.

* This exemption continues (Feb. 20, 1880). Minnesota has been exempt since 1877.—J. W. T.

Allow some further details on the cognate topics of the migrations and periodicity of the Rocky Mountain locust.

In the records of the Jesuit missions of California, we find early mention of the scourge, but with much evidence of its periodicity. The year 1722 was disastrous: the next visitation was in 1740 continuing three years: next in 1753 and 1754; and afterwards in 1765, 1766 and 1767, while during this century the periods of great destruction in California have been 1828, 1838, 1846 and 1855. Since that there is no record of more than three consecutive years.

The experience of Minnesota and Manitoba has been more severe. Since the organization of Minnesota there have been seven locust years—1856, 1857, 1873, 1874, 1875, 1876. Since the settlement in the Red River valley, under Lord Selkirk, in 1812, the locusts have appeared in 1818 and 1819; then a long interval to 1857-8: next in 1864-5; in 1867-8, the famine period; in 1869-70; in 1872-3, and in 1874-5, with the welcome exception of 1876. Thus it will be seen that Minnesota has had one, and Manitoba two continuous visitations of four years. The longest periods of entire exemption have been fifteen years in Minnesota and thirty-eight years in Manitoba.

The culmination of the scourge in North America was in 1855, when these insects, in the language of a California writer, "covered the entire territories of Washington and Oregon, every valley of the State of California, ranging from the Pacific ocean to the eastern base of the Sierra Nevada, the entire territories of Utah and New Mexico: the immense grassy prairies lying on the eastern slope of the Rocky Mountains, the dry mountain valleys of the Republic of Mexico, and the countries of lower California and central America, and also those portions of the State of Texas which resemble in physical characteristics Utah and California. The locusts extended themselves, in one year, over a surface comprised within 38 degrees of latitude, and, in the broadest part, 18 degrees of longitude."*

Suddenly followed a period of comparative exemption—fully fifteen years—and I am of the impression that it yet continues in the Pacific States and the extreme southern districts above enumerated.

My inferences are, that no particular locality will be scourged more than four years in succession—usually two or three—and that natural agencies, so far, have been our only protection on this continent. There is some limitation to the vitality of the

* A. S. Taylor, of Monterey, California. Paper in Smithsonian Transactions, 1855.

locust, and while wet springs and summers, and open winters, are not without effect, yet, in the absence of systematic methods of destruction by a dense population, our relief has proceeded from the warfare of ichneumon flies. Chief among the natural enemies of the grasshopper, or locust, entomologists have enumerated (1) a fly called *tachina* or *sarcophaga*, closely resembling the common house-fly, but larger, of a grey, mottled colour, with the end of the abdomen reddish-brown, and very bristly or hairy, whose larva, deposited between the head and body, penetrates and destroys the grasshopper; (2) the tormenting ichneumon (*pimpla instigator*), of the order of Hymenoptera, which deposits its egg in the egg-sac of the locust, and when the larva comes forth, it sucks at the eggs there congregated, having a body of a black colour, with reddish-yellow legs, four transparent wings and long antennae; and, (3), another insect of the same species called the short-winged ichneumon, operating in the same manner. The little red parasite found so often near the base of the grasshopper's wing, is said with confidence to be also deposited with the ova and destroys them.*

I am glad to find that upon the initiative of the Governor of my own State of Minnesota, this antagonism, provided by nature, will be supplemented in all the States organized from the American prairies, by efficient municipal arrangements. The bounty system has been long established in Russia and Southern Europe, and the further provision of the Minnesota statute, for a summons of the whole population to resist a locust invasion, is well adapted to the emergency.

You ask me for a statement of the measures adopted by the people of Manitoba, to protect their crops from locust during the inflictions of the last eight years. I regret to say that the community has been paralysed—quite helpless and hopeless. The only encouragement to exertion in the presence of a calamity, hitherto regarded as overwhelming, has come from a Menonite population, which has been planted since 1874, with the aid of the Canadian Government, near the international boundary. Their reservations are not far from Pembina, on both sides of the Red River; and a most interesting feature of the Menonite settlements is a succession of dorps or rural villages, usually consisting of a score of families. In locust years, each *doep* is on

* In the foregoing enumeration a paragraph is reproduced from an article I contributed to the *Manitoban*, a journal at Winnipeg, in 1874. I infer rather than assert that in the course of two or three years—at most four years—a particular locality will so abound with ichneumon flies that the locust will succumb, or leave the field to its antagonists.

pecially a commune; the crops are concentrated in one locality, and the population of eighty or a hundred combatants—men, women and children—have a reasonable confidence that they can meet and defeat the enemy. I copy from a Russian author, V. Motschulsky, a synopsis of the methods resorted to on the foregoing commercial basis: "In the autumn, as soon as the labours of tillage permit, the people, provided with sharp sticks or hoes for turning up the ground, proceed to collect and destroy locust eggs. If the eggs are deposited in the fields or sandy plains, where plows and harrows can pass, the latter are made use of. The egg-tubes are poured into sacks and measured, the authorities paying a bounty of ten cents for every pint collected. If after a hot summer the fall and winter are equable, the search is renewed in the spring. After the young locusts appear in the spring, parties with flat wooden shovels are detailed to surround the plain where the broods appear, destroying them and burning any residue. In addition, rollers made of timber, and fixed on iron or wooden axles, and drawn by horses or oxen, are sent from point to point, wherever any mass of insects have escaped the above precautions. Besides the rollers, as the insects acquire the use of their wings, the use of bags is found advantageous—commencing the patrol of the fields at daylight and continuing until the morning dew is dried up. After the swarms commence their flights, every plantation is as far as possible protected by smudges. Fires are kindled around the fields—not more than 100 yards apart—consuming all possible rubbish which will create a dense, stifling smoke; and this fumigation is continued from early dawn to dark as long as the locusts are on the wing."

I share the hope that the Manitoba and the Saskatchewan district, now organized as the North-west Territory, have entered upon a period of exemption as prolonged as that which they once enjoyed (1819-57); but if not, I shall anticipate that the authorities will re-enact the Minnesota Act of March 1, 1877, "for the destruction of grasshoppers and their eggs," and that the older residents of Manitoba will profit by the example of their Mennonite neighbours. The parishes along the Red and Assiniboine rivers—in what is called the Settlement Belt—are favourably situated for the adoption of the tactics of a locust war on the foregoing plan. The farms are narrow holdings extending four miles back, and the houses, barely far enough apart for security from fire, constitute a continuous village, with easy access to churches and schools. The Scotch parish of Kildonan is not more than three miles in length, and could muster a skir-

mish line 300 strong, for such a campaign of self defence. I will not enlarge upon its details. They can readily be anticipated, especially if the Menonite example is closely followed.

I will venture to suggest to the organization of Grangers in this State, that voluntary groups of a dozen farmers uniting in the cultivation and protection of a joint-stock farm, may prove the only effective means of securing cereal crops, when the whole surrounding country is infested with locust eggs. Better relinquish isolated cultivation, unless the farmer is prepared to expend as much money and labour in defending his fields, as seed time and harvest usually require. Nothing less than such a line of expenditure, seconded by days and nights of vigilance, will keep back the hordes of wingless locusts when they take up their march of devastation. The agent of a Holland Land Company, somewhere on the line of the Northern Pacific Railroad, once wrote to me, "We have 2,000 acres broken and ready for a wheat crop. The full-grown insects destroyed the crop last year, and left the region full of ———. Would you advise us to sow?" I had just compiled and published a summary of the methods pursued in Europe for the destruction of grasshoppers and their eggs, and I was asked if I had faith in their efficacy, my correspondent reminding me that \$3,000 would be the cost of seeding. My reply was—"Do not sow unless you can expend an additional \$3,000, besides the full cost of harvesting a crop, in the prescribed measures for resisting and destroying locusts." I was afterwards informed that the experiment was tried, on these severe terms, upon 1,500 acres, with a return of 17 bushels to an acre.

I now come to the main purpose of this communication, which is not to repeat the practical suggestions of your proclamation of August 30, 1878, or of the Omaha Gubernatorial conference, but to invite the public attention to an indirect method of averting locust ravages. Why not outflank the destructive hosts, by the earliest possible planting, if the danger is from the flights of full-grown insects, and by the latest possible planting in the alternate years, when the larvæ are hatched from the soil.

The first problem for our consideration may be thus restated: Cannot the cereal crops be pushed to maturity—at least placed out of danger—by the 20th of July? Fortunately, fall ploughing is the universal practice of the Minnesota farmers—a gain of ten days or two weeks; and I am satisfied that, if in late March or early April, the instant that the winter's frost recedes two inches from the surface, Manitoba wheat, barley, oats, peas, and even Indian corn were planted, *two weeks more in rapidity of*

growth and maturity would be obtained. I predicate this opinion on the well known physical fact, that the Manitoba season is two weeks later than Minnesota, with a corresponding interest of reproductive energy, quite similar to the contrast of Minnesota celerity, with the slower process of growth observed in Illinois and Missouri; and, as an illustration, I would mention that a low variety of Indian Corn, called Mandan on the Upper Missouri, and Squaw Corn in Northern Minnesota, when sent from Winnipeg to St. Louis, matured two weeks earlier than the earliest varieties known in that market, although the seed thus re-produced in St. Louis was found as slow of development as its congeners. I have no doubt that all other Manitoba products possess this quick habit of growth, at least for one season, and if so, our problem is solved. We can turn the right flank of the grasshopper army.

How as to the left wing? Suppose a district heavily seeded with locust eggs. I expect them to hatch—at all events one-tenth of them, or a proportion sufficient to perpetrate the evil—and, it is in all respects desirable, that fierce war at every stage should be waged against them; but, in the course of nature, the period for their migration will come. In this climate and latitude, it may be protracted till July 15th. Suppose, when the hour of deliverance strikes, the Minnesota farmers have their fields ready, and their granaries supplied with Manitoba—or even Red River—peas, buckwheat, corn, barley, oats, and wheat; and this late planting is consummated by July 20. May we not reasonably expect that nine-tenths of the product would be available for man, while the residue would be food for animals?

I am prepared for some incredulity in regard to my claim, that Manitoba grain has such alacrity in growing. For its support, I will mention that in 1871, I received from the Hon. Frederick Watts, United States Commissioner of Agriculture, a parcel of Fultz Winter Wheat grown in Pennsylvania. It arrived late, and was sown by Hon. James McKay, of Deer Lodge, Manitoba, on the 20th of October. It hybernated in the ground, sprung up at the earliest possible moment in the following spring, and was pushed forward by such favourable conditions of soil, climate and culture, that on the 20th of August it was harvested—fully matured—transformed into a spring wheat in a single season. Nor is this experience exceptional. The earliest spring wheat, cultivated for forty years in the Selkirk settlement, was originally a winter wheat, imported from England, of which a specimen can be seen at the St. Paul Chamber of Commerce.

I have omitted to mention that invaluable esculent, the potato, the earliest variety of which—the Early Rose, or American Red—can readily produce two crops in a single season; and is thus equally available to anticipate the winged, or follow the footed locust.

I will only extend this communication to repeat my satisfaction at the evidences of concurrent action on this subject amongst the communities interested. It is no longer discussed individually. Not only is the scourge common to all the western States, but recent discussions indicate that the migratory locust, with less variation of species than is observed in the birds of different continents, infest, under similar conditions, the prairies of North America, the pampas of South America, the steppes of Asia and Eastern Europe, and the grass lands of Africa and Australia. No other insect has equal prominence in the Biblical record. "Thy crowned are as the locusts (Nahum iii. 17), and thy captains as the great grasshoppers, which camp in the hedges in the cold day, but when the sun ariseth they flee away and their place is not known where they are." It only remains for us not to assume too hastily that the locust is an unmixed evil; and to profit by the experience of other ages and peoples.

I remain, sir,

Your obedient servant,

JAMES W. TAYLOR.

NOTE.—The apathy of Manitoba farmers mentioned above during locust visitation was not without exception, but so few as to prove the rule. In 1869, Mr. Geo. Emmerling, the first inn-keeper in Winnipeg, saved a considerable garden by keeping the insects in constant motion, and during subsequent locust years Mr. Robert Morgan, of Headingly, by the usual agencies, including the services of 200 hens and their broods of chickens. In "The Prairie Province," by J. C. Hamilton, Esq., of Toronto, mention is made of the protection of forty acres of wheat by Mr. Green, an immigrant from New Brunswick, by spreading a swath of straw across the middle of the field, into which a family of seven drove the insects, burning them in the cool evenings; and also of the success of a Mr. Nimmons, near Winnipeg, who "when asked how he had escaped the grasshoppers with fifty acres under heavy crops of barley, wheat, oats, peas, turnips and potatoes, answered that he had fought them in every stage of their growth, ploughing the eggs under in the fall and constantly driving and burning them in the following season."

INDEX TO ADVERTISEMENTS.

	PAGE
Regulations—Public Lands.....(inside front cover and opp.)	
Parsons & Richardson, Books, &c.....	131
Stobart, Eden & Co., Dry-Goods, &c	132
Queen's Hotel, Toronto.....	133
Russell House, Ottawa	134
Rossin House, Toronto.....	135
Queen's Hotel, Winnipeg.....	136
Metropolitan Hotel, St. Paul.....	137
St. Lawrence Hall, Montreal.....	138
The Nicollet House, Minneapolis, Minn.....	139
Pacific Hotel, St. Vincent, Minn.....	139
Crookston Hotel, Crookston, Minn.....	139
Windsor Hotel, Montreal	140
St. Paul & Sioux City Railroad "Land of Promise," South- Western Minnesota Lands.....	141, 142, 143
St. Paul, Minneapolis & Manitoba Railway Co.'s Lands....	144
T. D. Hall. Farming Lands.....	145
St. Lawrence & Ottawa Railway.....	146
Grand Trunk Railway.....	147
"Toronto Advertiser" "Canadian Agriculturalist," &c... 148	
"Weekly Gazette," "Daily Gazette," "Legal News," "Canada Medical and Surgical Journal.".....	149
Quebec, Montreal, Ottawa & Occidental Railway.....	150
H. McMicken, Omnibus Line, Winnipeg.....	150
Great Western Railway	151
Allan Steamship Line.....	152
Chicago, Milwaukee & St. Paul Railroad.....(inset)	
Barlow Cumberland. Collingwood Line.....	153
Hunter, Rose and Co.	154
"Lands of Plenty" in the United States.....	155

PARSONS & RICHARDSON,
PUBLISHERS,
BOOKSELLERS AND STATIONERS.

The attention of the Trade and Retail Buyers is
invited to our large and varied stock of

BOOKS & STATIONERY,

selected with great care in the best Markets.

As we have connection with leading Publishers and Manufacturers in Great Britain and the United States, we are enabled to pay particular attention to the ordering of

Foreign Books, Periodicals, School Requisites, &c.

The Trade, Corporations, Offices and Private
Parties will be supplied at reasonable rates
with the newest and best lines of

STAPLE AND FANCY STATIONERY,

—)AND(—

STATIONER'S SUNDRIES.

ORDERS FOR

PRINTING, RULING & BINDING

rapidly and satisfactorily executed.

Agents for the most approved kinds of **SCHOOL DESKS.**

Communications by mail will receive our prompt
attention.

The corner next the Post Office,

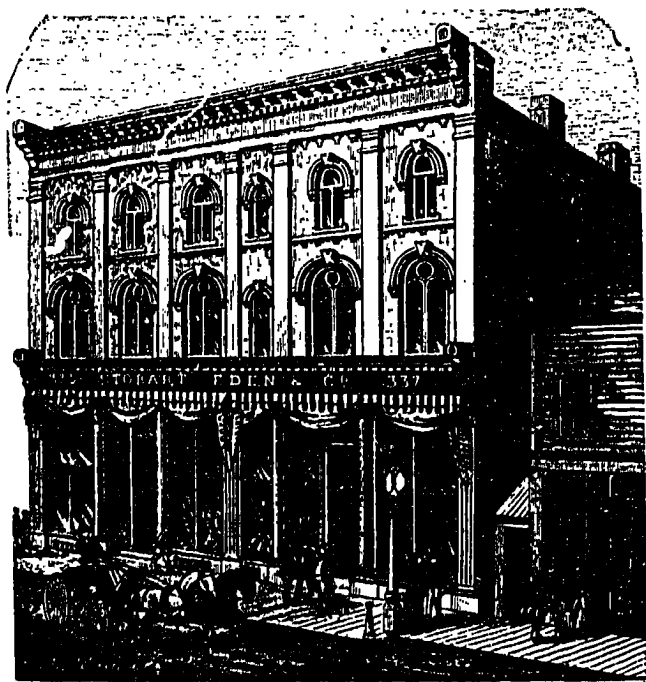
WINNIPEG, MANITOBA.

PARSONS & RICHARDSON.

STOBART, EDEN & CO.,

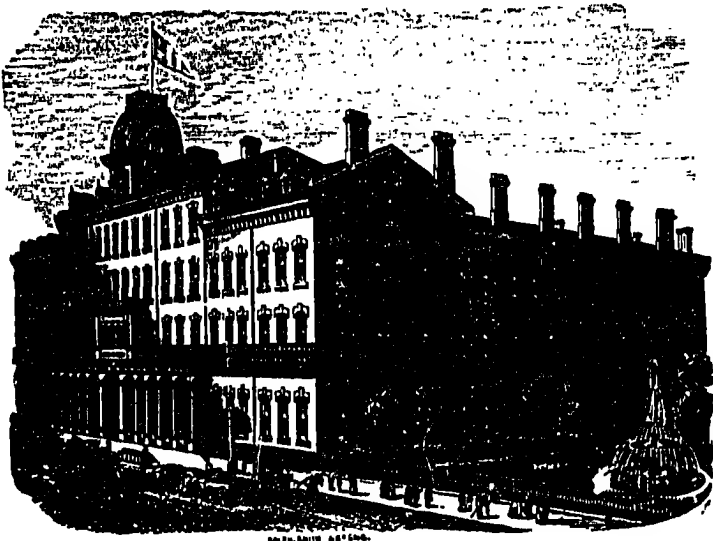
General Importers of British, Foreign & American

DRY GOODS,



335 & 337 MAIN STREET,
WINNIPEG.

THE QUEEN'S,



UNSURPASSED IN SITUATION,
Comfort and Elegance Combined.

McGAW & WINNETT,
PROPRIETORS,
TORONTO.

THE
RUSSELL HOUSE,
OTTAWA,
JAMES A. GOVIN,
PROPRIETOR,

**Is the Favourite Resort of the leading Public
Men of the Dominion**

Attending the Annual Sessions of Parliament,

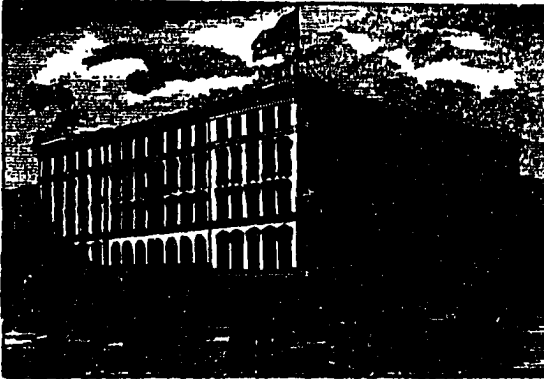
Ministers of the Crown, Senators, Members of Parliament and Public Officials, as well as those having business with the various Departments of the Government. It is also the head-quarters of those having dealings with the princely Lumber Manufacturers in the great Pine Valley, of which Ottawa is the acknowledged centre.

The Russell House

Affords excellent accommodation for three hundred guests ; its table is abundantly supplied with viands of the choicest description in season, and nothing is left undone to make every visitor feel comfortable and " at home."

Omnibuses meet the Arrival of every Train & Boat.

ROSSIN HOUSE, TORONTO, ONT.



THE PALACE HOTEL OF CANADA.

Re-Fitted, Re-furnished, and Unrivalled in
all its appointments.

THE ONLY FIRST-CLASS HOTEL SITUATED ON THE PRINCIPAL BUSINESS
STREET IN TORONTO.

STREET RAILWAY CARS PASS THE DOOR.

PRICES REDUCED—\$2.00, \$2.50, and \$3.00 per Day
for all Rooms according to location, except those
with Parlours and Baths attached.

This HOUSE is the only FIRST-CLASS HOTEL in Toronto complete in all its
appointments, with magnificent Parlours, grand Bed Rooms, detached and in suites,
lofty ceilings, imposing corridors, and equal to the best Hotels in the United States.

MARK H. IRISH,
Proprietor,

Late of the PARK HOTEL, Madison, Wis.

QUEEN'S HOTEL,

(The Palace Hotel of the North-West.)

WINNIPEG, MANITOBA.

GRADUATED PRICES.

Per Day—\$2.00, \$2.50, and \$3.00.

Special Rates by the Week or Month.

Besides the QUEEN'S superiority in point of location, it is the
Hotel in the North-West

Complete in all its Appointments,

With magnificent Parlours, Grand Bed Rooms,
detached and en suite, Lofty Ceilings, Im-
posing Corridors, and equal to the
best Hotels in the Dominion.

O'CONNOR & BROWN,

Proprietors.

K. BOWDEN . . .

Chief Clerk.

1880.

Metropolitan Hotel,

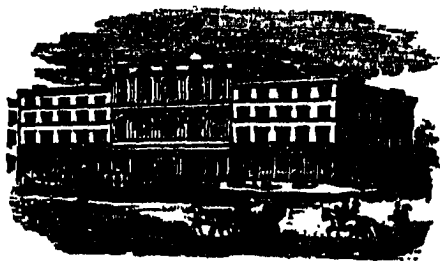
CORNER THIRD & WASHINGTON STS.

ST. PAUL, MINN.

Unequalled for situation in the whole of the
North-West, commanding some of the
finest views on the Upper
Mississippi Valley.

E. C. BELOTE,
PROPRIETOR.

St. Lawrence Hall,



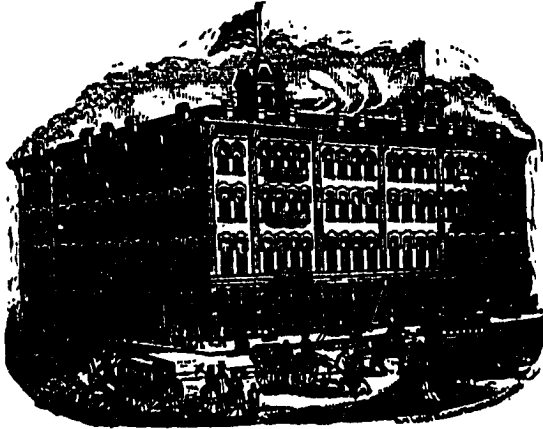
MONTREAL.

For the past thirty years this hotel, familiarly known as the "St. Lawrence," has been a "household word" to all travellers on the continent of North America, and has been patronized by all the Royal and noble personages who have visited the City of Montreal.

This Hotel has been recently re-taken by Mr Henry Hogan, the former proprietor, who has handsomely and appropriately decorated and renovated the interior, and completely refitted the whole of the apartments with new furniture.

The Hotel is admirably situated, being in the very heart of the city, and contiguous to the General Post Office, the principal Banks, Public Buildings, Law Courts, Commercial Exchanges, Railway and Telegraph Offices.

The Hotel will be managed by Mr. Samuel Montgomery, under the immediate personal supervision of Mr. Hogan, than whom no one is better qualified to conduct an hostelry of such magnitude as the St. Lawrence Hall, and than whom no one has gained a better reputation as an obliging, generous and considerate host.



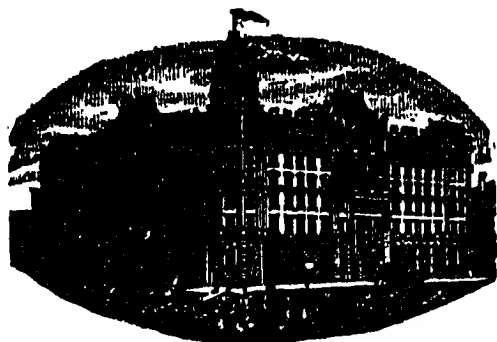
THE NICOLLET HOUSE,
F. S. GILSON & CO., Proprietors,
MINNEAPOLIS, MINN.

PACIFIC HOTEL,
ST. VINCENT, MINNESOTA.
THE ONLY FIRST CLASS HOTEL IN TOWN.

JOHN W. STEWART, - - - Proprietor.

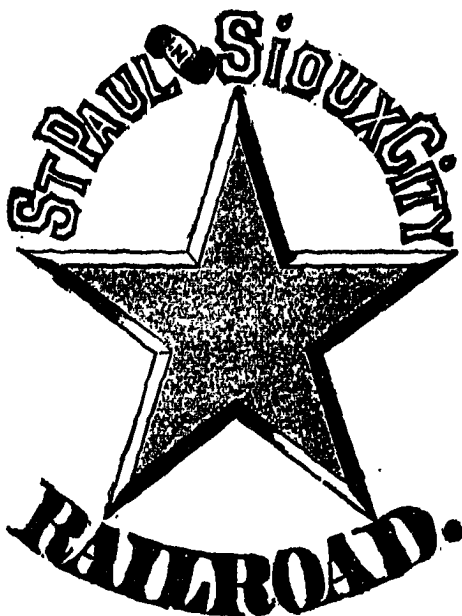
CROOKSTON HOTEL,
CROOKSTON,
WM. BOX, Proprietor, - - - **MINN.**

THE
WINDSOR



HOTEL,
DOMINION SQUARE,
MONTREAL.

ANDREW ALLAN - - - Lessee.
R. H. SOUTHGATE - - - Manager.



SOUTH-WESTERN MINNESOTA.

Embracing the Counties Watonwan, Jackson, Martin, Cottonwood, Murray, Nobles, Pipestone and Rock.

North-Western Iowa—embracing the Counties Dickinson, Osceola, Sioux and Lyon.

THE LAND OF PROMISE.

Not so far North as to be limited in variety of production. Not so far South as to be subject to malaria. It abounds in lakes and streams of pure water, the greater number of which are fed by springs. It has four lines of contending railroads which give cheap transportation to the Farmer and Merchant. Choice lands can be had at \$4 to \$6 cash, and at \$5 to \$8 on long time and easy terms.

For full particulars address—

J. H. DRAKE,

Land Commissioner, ST. PAUL, MINNESOTA.

THE LAND OF PROMISE.

EXTRACT FROM A SPEECH DELIVERED BY MR. FINLAY DUN, COMMISSIONER OF THE LONDON TIMES, AT EVERHAM, ENGLAND, DECEMBER 10TH, 1879.

In company with the royal commissioners, Messrs. Read and Pell, I saw a great deal of South-western Minnesota, and believed that it presented unusual advantages to settlers. The St. Paul and Sioux City Railway had still some thousands of acres of good prairies, lying from two to eight miles on either side of their track, for sale at 20s. to 30s. an acre. The soil is 18 inches to four feet thick, a rich friable loam, of which two acres can be daily turned over by a pair of horses. The climate is good. Besides wheat, Indian corn is readily grown; potatoes are splendid quality, 300 bushels an acre are often produced; oats reach 60 bushels; fruit trees thrive admirably. In these Prairie soils there is no costly grubbing of trees, no sandstones to smash ploughs and other machinery. There the rough grass is burnt, the plough is struck in, and if this is done in April or May, a crop of beans, linseed, or Indian corn may be raised, which pays the small outlay for breaking up, and leaves a capital clean surface, which when again ploughed is ready for wheat. The cultivation of wheat costs with rent, interest on capital, and equipments, seed ploughing and harvesting, something under 40s. an acre. Three shillings a bushel is the average cost of the fine dry wheat delivered at the station: with care and good management, 15 to 20 bushels should certainly be secured, which brings a profit of 5s. to 20s. per acre on every acre grown. The Indian corn is produced at about 30s. an acre, and if converted, as it generally is, into beef and bacon, makes as good profits as wheat. Clovers on these virgin soils grow more certainly than in most parts of England. Crops of three tons are common, and sheep and pigs are readily fattened on it. Throughout South-western Minnesota, many fine herds of cattle and horses are being collected. The land is generally well watered. Minnesota means the land of sky-tinted waters. It has 7,000 lakes, and at a low rate supplies abundantly cheap summer and winter food both for cattle and sheep. These new western homes in tempting numbers, and at a moderate cost, are not now inaccessible. In fifteen days they can be reached from Liverpool at a cost according to the accommodation required in transit of £12 to £25.

Address—

J. H. DRAKE,

Land Commissioner,

ST. PAUL, MINNESOTA.

THE LAND OF PROMISE.

State of Minnesota, Executive Department, }
St. Paul, September 18th, 1879.

(Official Seal)

DEAR SIR :—In reply to your letter of inquiry, it affords me pleasure to say, that in my judgment South-western Minnesota, is surpassed by no portion of the State, or of the Great North-west, in all the conditions requisite for the general purposes of Agriculture. The soil is a black friable loam of great fertility with an admirable texture, and is well adapted to the growth of all the products of the temperate zone. The surface is gently undulating, insuring thorough drainage. It is traversed by various streams of pure water, and the alternation of upland and natural meadows, peculiarly fits this section for grazing and the various branches of stock growing. It partakes of the general character as to soil and climate of those counties of Northern Iowa, which are celebrated for their abundant production of maize or Indian corn, while its capacity for growing wheat, oats and all the small grains, as well as the several rooted crops, is unsurpassed. The country is traversed and surrounded by railroads, affording unusual facilities for the transportation of products, and it is being rapidly settled and cultivated by an intelligent and enterprising population.

All things considered, I believe it to be better adapted to the varied purposes of mixed husbandry than any other portion of our State, and that this region offers unusual attractions to persons seeking homes in a new country.

Very respectfully,

J. S. PILLSBURY,
Governor, Minnesota.

State of Iowa, Executive Department, }
Des Moines, November 22nd, 1879. }

DEAR SIR :—It gives me pleasure to say, that the land belonging to the St. Paul & Sioux City Railway Company in the counties of Dickinson and Osceola in the State of Iowa, are of excellent quality, being among the best lands in the State, that the climate of those counties is salubrious, and the region is exceptionally healthy, and that the company is in a position to give good title to the lands, such as purchasers may safely rely on.

JNO. H. GEAR,
Governor of Iowa.

Address—

J. H. DRAKE,
Land Commissioner,
ST. PAUL, MINNESOTA.

THE LARGEST AND MOST VARIED SELECTION
OF
CHOICE FARMING LANDS
ON THE
AMERICAN CONTINENT

Are now being offered for sale by the

St. Paul, Minneapolis & Manitoba Railway Co.

These lands are all in the STATE OF MINNESOTA, situated in the BIG WOOD DISTRICT, PARK REGION and World renowned RED RIVER VALLEY OF THE NORTH. Nearly

3,000,000 ACRES FOR SALE

At very low prices and on easy terms of payment. No lands in America can compare with them in growing Wheat! Yield larger! Quality superior! Markets better! and more accessible than anywhere in the North-west!

To actual Settlers in the Red River Valley a Rebate of nearly One-half of the Purchase Money is allowed on Lands brought under Cultivation.

Write for our large pamphlet with map just issued, descriptive of these lands, and of the State in general. **It is furnished free to all Applicants.**

For full particulars call on or address

D. A. MCKINLAY,

Land Commissioner,

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY CO.,
SAINT PAUL, MINNESOTA.

DOMINION OF CANADA.

FOR SALE

FARMING LANDS,

IMPROVED & UNIMPROVED,

In the Eastern Townships, Provinces of Ontario, and
Manitoba and North-West Territory.

The undersigned has registered lists of highly improved Dairy Farms, with and without Live Stock, in the Townships of Bromes, Bolton, Compton, Sherbrooke, Dunham and Farnham, ranging from 80 acres up to 600 acres; well wooded and watered, with sugar orchards, and contiguous to Rivers and Railroads in the most advanced districts of Eastern Canada, with school and church privileges. Accessible by Rail from three hours to half a day's distance from Montreal and Atlantic ports.

Prices to suit buyers, from five dollars to thirty dollars per acre.

Two being choice Improved Farms on Lake Memphremagog, Eastern Township, within easy distance of Montreal, and sixteen miles from the city of Sherbrooke, and the same distance from the United States boundaries.

Also Ten Thousand Acres of Unimproved Lands in Muskoka, Manitoba, and the neighbouring American Red River Valley Region so remarkable for its fertile wheat growing farms.

MINERAL LANDS.

Valuable Mining Rights comprising Iron Ores with Furnace and Phosphate Mining Rights, six miles from Ottawa.

Prices and all particulars can be had by Addressing

T. D. HALL,

Office--118 St. James Street, opposite Post Office.

P. O. BOX 527.

MONTREAL, April 10th, 1880.



THE
ST. LAWRENCE & OTTAWA
RAILWAY.

*On and after **MONDAY 15th December, 1879, trains**
 will run as follows :—*

LEAVING OTTAWA.

For the East, West, South and
 South-East at 11.00 a.m.
 For the East at 2.00 p.m.
 For both East and West at 10.30
 p.m.

ARRIVING IN OTTAWA.

From both East and West at 6.00
 a.m.
 From the East, South and South-
 East, at 4.00 p.m.
 From the West at 6.20 p.m.

Drawing Room Cars by day, and Pullman Cars by night, are run daily (Sundays excepted), between Toronto and Ottawa.

Sure connection with G. T. trains to and from both East and West, and with those of the Rome, Watertown and Ogdensburg and Lake Champlain and Utica and Black River Railways at Ogdensburg, to and from New York, Boston, and all points South and East.

Trains are run on Ottawa time.

THOS. REYNOLDS,

Managing Director.

Ottawa, March, 1880.

GRAND TRUNK RAILWAY OF CANADA.

TRANS-CONTINENTAL ROUTE.

Over 1300 Miles Under one Management,

—) to (—

MANITOBA

—) AND THE (—

NORTH-WESTERN TERRITORIES.

Emigrants from Europe to the rich wheat-producing lands of Manitoba, and the Agricultural and Mining districts of British Columbia, will find the cheapest and best route via Quebec or Portland and the Grand Trunk Railway of Canada.

This is the legitimate route to the North-West, affording a continuous trip and making direct connections with the Steamer Lines from Sarnia and Collingwood, and by rail through to Fort Garry, Winnipeg, and all points in the North-West Territories.

Passengers arriving at Quebec or Portland are transferred with their baggage free to the railway trains, which run alongside the vessel at the wharf.

Depots or Stations for the reception of emigrants are provided at Quebec, Sherbrooke, Montreal, Ottawa, Kingston, Toronto, Hamilton, London (Ont.), and Winnipeg, where full information will be afforded and prompt assistance rendered to intending settlers by the Emigration Agents.

Information as to passage tickets and rates of passage by the various lines, can be obtained upon application at the office of the Grand Trunk Railway, 21 Old Broad Street, London, E. C., and the offices of the Canadian Steamship Lines in Liverpool, and throughout Europe.

TO SPORTSMEN AND EXCURSIONISTS.

Tickets will be issued by all rail, or by rail and the Lakes, to the various points in the North-West during the sporting season.

Apply for full information to Steamship Agents at Liverpool and at the office of the Grand Trunk Railway, 21 Old Broad Street, London, E. C.

JOSEPH HICKSON,

General Manager, Grand Trunk Railway, Montreal.

THE TORONTO ADVERTISER,

A First-class Illustrated Weekly Paper.

SUBSCRIPTION,--TWO DOLLARS PER ANNUM.

-- PUBLISHED AT --

23 TORONTO ST., TORONTO, ONT.

THE

CANADIAN AGRICULTURIST,

The Farmer's Dollar Weekly.

★ The only Weekly Agricultural Paper published in the Dominion
for One Dollar a year.

Before going to the NORTH-WEST order this large
eight page, forty column paper.

The above papers together with the **Yorkville Times**,
Parkdale Journal and **Canada Temperance Advocate**, offer
a splendid field for advertisers,

All Communications to be addressed to

E. DEVINE,

Publisher and Proprietor,

23 Toronto, Street, TORONTO, Ont.

THE WEEKLY GAZETTE, MONTREAL, CANADA.

The best Paper for people to take who are contemplating emigration to Canada.

The best paper for people to take who have friends settled in Canada.

The best Paper for the Canadian farmer and settler to take.

IT IS ONLY ONE DOLLAR A YEAR.

Send a Post Office Order for one dollar, or 4s. sterling, and you will receive for one year

A CAREFULLY EDITED WEEKLY NEWSPAPER.

Giving eight pages of well printed matter, containing the

BEST MARKET REPORTS

Compiled with care, showing prices of Produce at different points in the Dominion.

Full Reports of all Events of local interest occurring during the week.

Carefully Prepared Letters from our own correspondents at all points throughout the Dominion.

TRY IT FOR A YEAR.

THE DAILY GAZETTE

Is the leading daily newspaper of the Province, and is of especial value to merchants, bankers and business people.

PRICE \$6.00 A YEAR.

THE LEGAL NEWS,

A Weekly Journal, giving a résumé of current events and matters of special interest to the profession.

JAMES KIRBY, LL.D., D.C.L., Editor. | SUBSCRIPTION \$4 A YEAR.

The Canada Medical and Surgical Journal.

The Oldest Medical Journal in Canada.

PUBLISHED MONTHLY.

\$3.00 A YEAR.

A LARGE AND WELL APPOINTED BOOK AND JOB OFFICE.

Address orders to

RICHARD WHITE,

Managing Director,

GAZETTE PRINTING CO, MONTREAL, CANADA.

Quebec, Montreal, Ottawa and Occidental R'y.



New Short Line to Montreal, Ottawa, Boston, New York, White Mountains, and all points in New England, Halifax, N.S., and St. John, N.B.

Local connections made in Montreal with all trains South and West.

ONLY SIX HOURS BETWEEN QUEBEC AND MONTREAL.

FARE AS LOW AS BY ANY OTHER ROUTE.

Purchase tickets via Q. M. O. and O. Railway at office
Opposite ST. LOUIS HOTEL, QUEBEC.

HEAD OFFICE 13 PLACE D'ARMES, MONTREAL.

L. A. SENECAI,

General Superintendent.

C. A. SCOTT,

*Asst. Supt.,
Western Division.*

J. T. PRINCE,

*Asst. Supt.,
Eastern Division.*

J. B. LABELLE,

General Passenger Agent.

OMNIBUS LINE.

Omnibuses connect with all trains, delivering passengers and baggage or calling for them any place within the city limits. Outgoing passengers for the early trains will please leave their orders in the office before 9 p.m. the evening previous. The above company also run stages between Cross Lake Turn, and Rat Portage making close connections with trains on the C.P.R., also agent for Rapid City Express and Stage Line

H. McMICKEN, Manager,

Main Street,

WINNIPEG,

MANITOBA.

THE
GREAT WESTERN RAILWAY
 — IN —
THE MOST DIRECT ROUTE
FROM CANADA

— TO —
 All Points in the Eastern and Western States.

— IT IS THE —
SHORTEST AND MOST DESIRABLE ROUTE TO
MANITOBA
 — AND THE —
NORTH-WEST TERRITORIES,

As the thousands, carried over the line during the spring and summer of 1879, under the supervision of experienced Agents, who attended to the loading and clearing through customs of passengers effects, have attested.

PASSENGERS FROM EUROPE, via New York, have the choice of two routes, the New York Central and Hudson River, or the Erie Railway, to Suspension Bridge, where close connections are made with Great Western Railway Trains, which pass in full view of one of Nature's greatest wonders,

THE FALLS OF NIAGARA!

INTENDING SETTLERS IN ONTARIO will find it to their advantage to purchase tickets by way of New York and this line, if they desire quick transportation at low rates. The Company have upwards of 800 miles of Railway in Ontario, reaching almost every city and town of importance in the Province.

Through Palace Sleeping Cars between Boston, New York, Rochester, Detroit and Chicago, and Elegant Day Coaches and Smoking Cars between Suspension Bridge and Chicago, without change.

DINING CARS, in which first-class meals are served at popular prices, are run on Atlantic and Pacific Express Trains between Suspension Bridge and Chicago. No other line between Buffalo and Chicago affords similar accommodation to the travelling public.

PASSENGERS FOR THE NORTH-WEST by taking this popular line have choice of Rail Routes via Detroit as well as rail and water by way of Kincardine, Southampton and Sarnia, during the season of navigation.

Through rates made for Household goods, Freight, &c.

For Time Tables, rates, &c., apply to the Company's Agents, who will be happy to furnish fullest information.

See that your Tickets read via **GREAT WESTERN RAILWAY.**

WM. EDGAR,

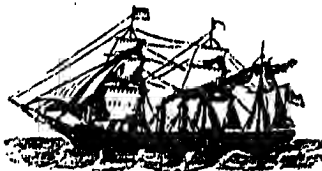
(General Passenger Agent.

F. BROUGHTON,

(General Manager.

OFFICES—HAMILTON, ONTARIO.

ALLAN LINE



Royal Mail Steamships.

LIVERPOOL,

LONDONDERRY,

GLASGOW.

SHORTEST SEA ROUTE.

**CABIN, INTERMEDIATE & STEERAGE TICKETS
AT LOWEST RATES.**

The Magnificent Steamships of the Allan Line

AVERAGING 4,200 TONS,

Have been built on the Clyde expressly for the navigation of the Atlantic, are double engine, and built in water-tight compartments and for Strength, Speed and comfort cannot be surpassed.

SAILINGS FROM QUEBEC.

POLYNESIAN - - -	8th May	SARMATIAN - - -	32nd May
MORAVIAN - - -	15th "	CIRCASSIAN - - -	29th "
SARDINIAN - - -			5th June.

The last train connecting at Quebec with the Allan Steamer, will leave Toronto every Friday, 7 a.m., arriving at Quebec on Saturday, 8 a.m.

SAILING FROM LIVERPOOL

Every THURSDAY, and from Halifax every SATURDAY, calling at Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland.


Offices—Dominion Bank Buildings, corner of King and Yonge Streets, Toronto, and in all the principal Cities of Canada and the United Kingdom.

THE Chicago, Milwaukee & St. Paul

RAILWAY COMPANY

Owms and operates 2,485 miles of Railway, under one management.

Starting from the initial point—**Chicago**, the metropolis of the West, where it has close connection with the whole system of great southern and eastern lines centering at that wonderful place—it runs through a fine farming region, of surpassing diversity and beauty of landscape, 85 miles, to **Milwaukee**, the great commercial emporium of the mighty State of Wisconsin, the greatest primary wheat market in the world, at which point its several great branches diverge like the magnificent limbs of an immense tree from the summit of its majestic trunk; one running through the southern central portion of Wisconsin, via **Waukesha**, the **Saratoga** of the West with a branch from Milton to Janesville, shire of Rock county, and Monroe, shire of Green county, the banner agricultural counties of the State, from Milton on to the grandly beautiful capital city, Madison, and thence to the Mississippi, at Prairie du Chien, where it crosses the “Father of Waters” on one of those rare wonders of architecture, a **poñtoon bridge**; thence onward over its fine track westward, through that wonderful farming region, Northern Iowa, via Calmar, Charles City, Mason City, Clear Lake, Emmettsburg, Spencer, Sheldon, Canton, etc., into Dakota; thence on, on to the celebrated James river, at Fire Steel, with a branch down to the Missouri at Springfield, at which points the work of construction will rest for this season, (1879), to be resumed in early spring, from Fire Steel westward, without assignable terminal



point save the limit of possibility for a great future of productiveness and habitation.

Back to a point 45 miles distant from McGregor, away we go toward St. Paul and Minneapolis, through the "granary" of Minnesota, via Austin, Owatonna and Faribault.

From Milwaukee, again, its **great through short line** traverses the northern central portion of Wisconsin, through the unparalleled lake region of Waukesha county, and those widely-known and popular resorts of the invalid, pleasure seeker, student of nature, and disciple of Nimrod or Walton, Pewaukee, Lake Side, Hartland, Nashotah and Oconomowoc, to that crowning wonder of nature, where majesty, beauty and diversity of aqueous, terraneous and subterraneous grandeurs vie with each other in inspiring admiration of creation—the **Dells of the Wisconsin at Kilbourn City**, where every lover of the sublime can find its **masterpiece**. Thence on through Sparta, the famous **Spa** region—whose magnetic waters recuperate and rejuvenate the overwrought physical energies, and whose famous **Brook Trout** furnish brain pabulum as much above the average, as the trout excels the average of the piscatorial family, in its high-toned qualities. Speeding on, still onward, over the magnificent unbroken line of steel rail, thoroughly tied, ballasted and dustless track, next comes **LaCrosse**, the Gate City of that marvelously picturesque and grandly beautiful region, the "Upper Mississippi Valley," through which, and in full view of its most striking scenery this wonderful road winds its way; via Winona, along the shore of Lake Pepin, with that celebrity "**Maiden Rock**" in full view; past Red Wing, with its stupendously overhanging bluffs; crossing the river again at Hastings, on a substantial iron bridge; and then to St. Paul, the practical head of navigation of the Mississippi; thence on, via the renowned Fort Snelling and classic Minnehaha Falls to Minneapolis and the Falls of St. Anthony.

Worthy of especial note is the fact, that at Hastings diverges the Hastings and Dakota Division to Prior Lake, Glencoe, Granite Falls, Montevideo, Big Stone Lake, where rest is called for winter; and then, with the first songs of

the spring birds, resuming its constructive march to the visual angle known as "Sundown," or as far as wheat will grow.

From Wabasha, a branch to Zumbrota; from Sparta, the Viroqua branch; and from Lisbon to Necedah.

Back again to Milwaukee, and off we go northward to Oshkosh, Winneconne, Ripon, Berlin, Beaver Dam, Fox Lake, and to the **junction** of the magnificent and unequalled through line just described, **from Chicago to St. Paul and Minneapolis**, at **Portage**, where that Prince of Caterers, Fox, regales all who patronize him with meals fit for princes and sovereigns.

Again, at Milwaukee, where Col. Johnson furnishes the squarest of square meals to all who come within the charming circle of his culinary arrangements; thence, off we go to Delavan, Beloit, Freeport, Fulton, Savanna, to Rock Island; from Savanna, over the Mississippi on the fine transfer boat, we go cruising about all over Eastern Iowa, still on this Company's rails, taking in Maquoketa, Monticello, Anamosa, Farley, Fayette, **Cedar Rapids**, Oxford Junction, Wheatland, Davenport, etc. This Company also has acquired title to the Southern Minnesota Railway from LaCrosse out through the southern portion of that great wheat field of America.

At St. Paul, direct connections are made with all railways diverging North, South and West, with through cars running on all those lines.

With its immense mileage (comprising more miles than any other company,) and the vast area of country traversed by its lines, this road connects more business centres, health and pleasure resorts than any other railroad of the entire Northwest, while in richness of products and grand scenery it stands unrivaled on all this continent.

Its track on the main through lines is of the best steel, thoroughly laid and ballasted. It is the only line in the Northwest which uses Westinghouse's Improved Automatic Air Brake. It also uses Miller's Safety Platform and Couplings. In short, there is no appliance for safety, comfort and convenience of travelers which this Company does not use, and the best of the kind that is or can be made.

There are no better coaches, or second class carriages, and no Parlor or Sleeping Cars, equal in every item of comfort, to those of this Company. This is the only Northwestern line which owns or controls its Sleeping Cars.

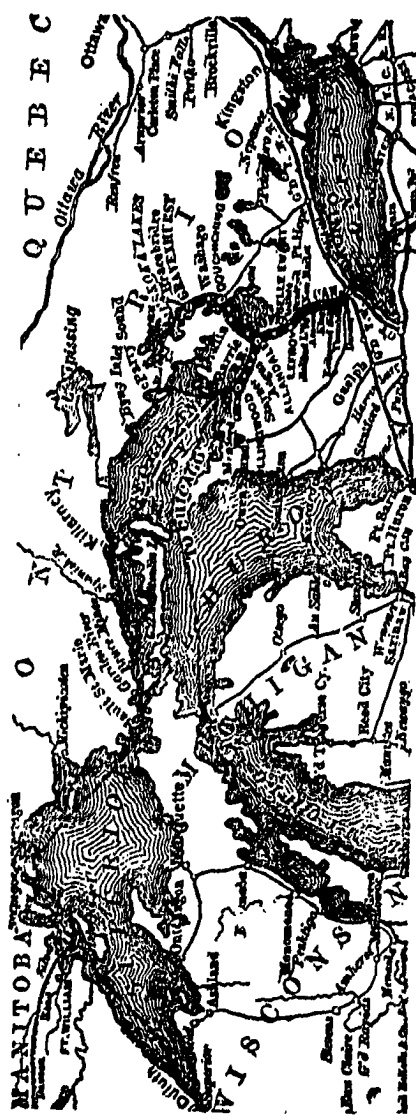
Through tickets and baggage checks can be had to the principal points in this great expanse of territory, by this grand line, at all principal cities and towns in the East or South.

This is the only road having three daily (except Saturday and Sunday) trains between Chicago, St. Paul and Minneapolis, and it has two Saturday and Sunday trains between these points.

The General Canadian Office of this Company is at 28 Front Street East, Toronto, Ontario. J. M. TAYLOR, Esq., for many years the General Freight Agent of the St. Lawrence & Ottawa Railway, is the General Canadian Agent. General New England Office, 306 Washington Street, Boston; J. R. HIXSON, Agent.

Now, a word to the public. A rival line, envious of the advantages of this road, and with no possible motive except to deceive people into supposing that they were to travel by this line, has adopted the title "Chicago, St. Paul & Minneapolis Line," while the corporate name of this Company is the "**Chicago, Milwaukee & St. Paul Railway**," which is the Pioneer Line into St. Paul and Minneapolis from the East, and is the only line owned or operated by one company between Chicago and those great commercial and manufacturing centres of Minnesota. **Be sure** that the word **Milwaukee** follows **Chicago**, in your tickets, and that the whole name is "**Chicago, Milwaukee & St. Paul Railway**," and having made sure you are right for this track, come on.

This Company challenges the world to find its equal in caring for the comfort of Immigrants, and guarding them against imposition. It furnishes the **best of guides and attendants** to care for **Immigrants destined to Manitoba, through to their destination**. Full cars of Immigrants, baggage, or movables are run through to St. Boniface (opposite Winnipeg) without change. Every facility for care of stock afforded, and all custom details carefully attended to.



Via DULUTH
— AND —
"THE LAKES"
— TO —
MANITOBA

As every one knows, the most economical way to go is by 'the Lakes.'

You save (£1) \$5 each in fare, half the charges for freight, all the sundry charges extracted at refreshment Depots, and over 1,600 miles of Railway, while you take only one day longer on the trip and save this by arriving rested and ready for work instead of tired up and obliged to rest for a day or two before starting out.

Having chosen the Lake why go by Collingwood Line?

Because you go direct from Quebec or New York to Toronto, then by Northern and North-Western Railway to Collingwood, then by the "Inside Route" sheltered through Georgian Bay and the Great North Channel, with splendid scenery and calm weather a certainty, and from Duluth through Express trains go direct to Manitoba.

You save 200 miles, and one day time, over any other Line via "the Lakes."

⚠ When purchasing ask for Tickets via Collingwood, and take no other.

BARLOW CUMBERLAND,

35 Yonge Street.

TORONTO.



HUNTER, ROSE & CO.

PRINTERS

BOOKBINDERS & PUBLISHERS

PAPER RULERS

BLANK BOOK MANUFACTURERS

ELECTROTYPES & STEREOTYPES

25 WELLINGTON STREET

TORONTO

In Preparation and shortly to be Published:

LANDS OF PLENTY

IN THE

United States of America.

—THE—

NEW EL DORADO.

A BOOK FOR ALL TRAVELLERS, INVESTORS AND SETTLERS,
INCLUDING THE STATES AND TERRITORIES OF

DAKOTA, MINNESOTA,

NEBRASKA, KANSAS

And COLORADO.

*With Full Descriptions of the Prairie Lands, Gold Fields, Health
and Pleasure Resorts, Hunting and Fishing Grounds of the
Mississippi and Missouri Valleys, and Far West,*

**MAP, AND FULL TABLES OF ROUTES, DIS-
TANCES, FARES, &c., &c.**

BY

E. HEPPLER HALL,

Author of "The Handbook of American Travel,"
"The Picturesque Tourist," "Guide to American
Watering Places," "The Great West," "British North
America for Health, Sport, and Pleasure," &c., &c.